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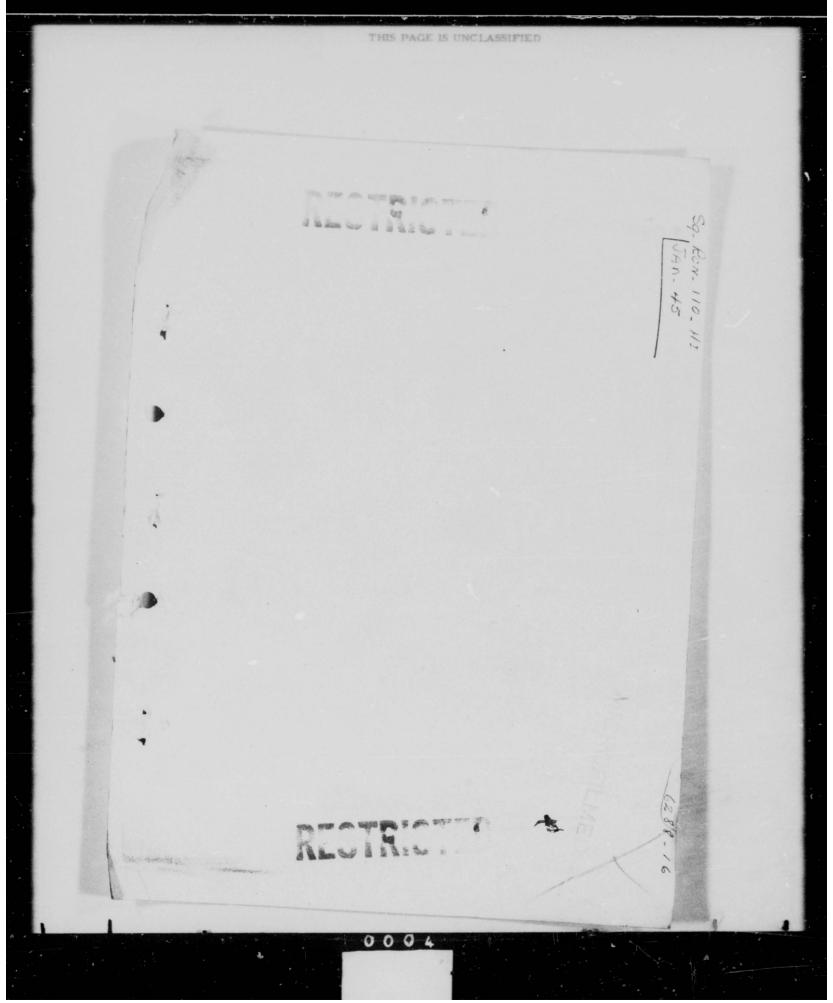
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SENTRICTED

HEADQUARTERS
110TH TACTICAL RECONNAISSANCE SQUADRON
APO 70

### DESIGNATION SHEET

January History Report. 1942

Official designation, including number of unit and echelon in chain of Command.

AIR FORCE: Fifth Air Force.

COMMAND :

WING : 91st Photo Wing Reconnaissance

GROUP : 71st Tactical Reconnaissance Group

SQUADRON: 110th Tactical Reconnaissance Squadron

Has security classification been checked: Yes.

BYRON W. CAMPBELL, 1st Lt., Air Corps, Historical Officer

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HEADQUARTERS
11OTH TACTICAL RECONNAISSANCE SQUADRON
71ST TACTICAL RECONNAISSANCE GROUP
APO 70

15 February 1945

SUBJECT: Transmittal of Unit History.

TO : Commanding General, Army Air Forces, Washington, D.C.

1. In accordance with AR 345-105 and AAF Regulation No. 20-8, submit herewith the January 1945 History of this organization, which has been inspected and verified by the undersigned.

2. The material submitted was prepared by 1st Lt. Byron W. Campbell 0-562671, Air Corps. Facts and observations included in the narrative and not otherwise credited are based on the personal knowledge and opinions of Lt. Campbell.

Rubel V. ARCHULETA, Major, Air Corps, Commanding.

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110TH TACTICAL RECONNAIS ARCE SQUADRON APO 70 Inventory for January Historical Report. 4 Incls: Incl - 11 History
Incl - 22 Surmary of activities
Incl - 32 Letters of commendation
Incl - 34 Marrative report. "The P-10's are back in P.I."
Incl - 35 Photo's
Incl - 36 Map Southern Luzon, scale 1:1,000,000

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HEADQUARTERS
110TH TACTICAL RECONNAISSANCE SQUADRON
71ST TACTICAL RECONNAISSANCE GROUP
APO 70

SECRET: Auth: 6. b. Init: Bulb Date: 3-15-45

15 February 1945

SUBJECT: Historical Record and History of the 110th Tactical Reconnsissance Squadron.

TO : Commanding General, Army Air Forces, Washington, D.C. (Thru Channels)

1. In compliance with AR 345-105, dated 18 November 1929, as smended by changes 1 and 3, dated 22 November 1930 and 9 March 1943, Fifth Air Force Regulation No. 20-8 and Army Air Forces Historical Officer's Circular as issued, the following historical data is submitted for the period of 1 January thru 31 January 1945.

- a. No change.
- b. No change.
- Strength.
   (1) Personnel, Commissioned and Enlisted Men.
  - (a) At beginning of period 25 226
    (b) Net increase during period 17 7
    (c) Net decrease during period 4 2
    (d) End of period 38 231
  - (2) Airplanes.
    - (a) At beginning of period.

| Type         |       |       |      |
|--------------|-------|-------|------|
| Type<br>P-40 | N-20, | N-30, | N-35 |
|              | 4     | 1     | 15   |

- (b) Gains P-40 0 2 3
- (c) Losses P-40 0 0 0
- (d) End of period P-40 4 3 18

i. Stations: The Air Echelon of the Squadron arrived at Mindoro, P.I., 25 December 1944 and operated there independently until 22 January 1945. Meanwhile the rest of the Squadron which had left Leyte, P.I. by boat 4 January 1945, arrived at Luzon, P.I. on 20 January 1945. The air echelon left Mindoro 22 January 1945 and joined the Squadron at Luzon, P.I. on 22 January 1945.

" 1 "

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Number of Sorties.
(1) Recco 195
(2) Bombing and strafing
      (a) Number of sorties 315
(b) Ton hours flown 126,765
     Miscellaneous Sorties 89.
Bombs dropped and ammunition fired.
 (1) Bombs dropped.
       (a) Tons by type.
500 lb demo 71.8 tons
             250 1b demo 2.0 tons
             100 lb demo 31.0 tons
             100 lb napalm .8 tons
 (2) Amnunition expended.
       (a) .50 cal.
                             147,900
       Results.
       (a) Destroyed.
              1. Suger Charlies - 9
              2. Sugar Dogs - 2
                   P.T. Boat - 1
                   Motor Boat - 1
                  Barge - 1
Jap A/C destroyed in aerial combat - 2
              5.
                   Jap A/C destroyed on ground - 9
                   Railroad station - 1
                   Buildings - 6
Trucks - 24
                    Staff cars - 4
             11.
             12.
                    Tanks - 1
                    Unidentified vehicles - 4
             13.
                   Locomotives - 1
             14.
                    Ammo dumps - 1
             15.
                    Gas dumps - 2
             16.
                   Gun positions - 1
             17.
        (b) Probably destroyed or damaged.

1. Sugar Charlies - 1
               2. Enemy A/C on ground - 13
                    Bridges - 3
                    Light houses - 1
                    Radio stations - 1
                    Pill boxes - 1
                    Buildings - 30
               7.
                    Railroad cars - 15
                    Trucks - 25
              10. Staff cars - 6
              11. Armored vehicles - 3
                    Unidentified vehicles - 3
              12.
                    Gas dumps - 1
              13.
 Enemy attacks on our ground installations.
 Enemy attacks on our ground installations.

(1) Out of an average of about five enemy air raids per night on the home base of this organization, only one A/C was seriously damaged by enemy action.

P-LO N-35, # LL-7601, seriously damaged by enemy bombing on hill A/D, Mindoro, P.I., 1 January 1945.
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- h. Ground battles none.
- Losses in action.
   One A/C shot down by enemy A/A near Nichols Field, Luzon, P.I., 29 January 1945. Pilot 1st Lt. WILLIAM R. MOYLE, (KIA), 0-682951.
- j. Rewards During the month of January 1945, personnel of the Squadron were literally living out of a barracks bag and the sections operating out of a brief case. Therefore little administrative work other than absolutely necessary details were engaged in and no awards or decorations issued during the month.
- k. Narrative.

The month of January was relatively quiet in comparsion with the hectic days of December.

Primarily, the squadron was engaged in unarmed "recco's" and bombing and strafing attacks against Jap communication facilities. A study of Army Intelligence Summeries prepared after the initial lendings on Luzon will indicate the effectiveness of these attacks against communications by Air Force units, many of the attacks carried out by this Squadron. The intelligence reports acknowledge that the Japanese were greatly hindered in attempting to carry out their planned defensive strategy because of badly disrupted lines of communications. Reports of captured documents and prisoners of war indicate hat troops assigned with the defense of Manila, for instance, were unable to reach the city from some points in the north of Luzon, such as Lingayen. Having lost the ability to maneuver his troops, the enemy must therefore lose the campaign. These are not the actual words or incidents of the reports, but they express the general idea. A few of this Squadrons strikes in operations against the enemy's communications are briefly summarized in the following paragraphs.

On 5 January, eight P-h0's bombed railroad targets at SAN PEDRO and STA. ROSA, Luzon, P.I. causing damage to rails and closing the lines to traffic.

Again attacking railroad targets, thirteen P-40's on 7 January 1945, over the target at 1130/I in CAVU weather, further hindered Jap communications by damaging a twin railroad and highway bridge at CALUMPIT, destroying tracks at approach to another twin bridge at CALUMPIT and probably destroying or severely damaging the railroad bridge at PLARIDEL, Luzon, P.I.. Just for good measure, strafing passes on two Nip trucks resulted in the trucks smouldering for a few seconds, probably destroying or damaging them.

Ten P-l<sub>1</sub>0's at 1030/I, 9 January bombed a bridge at BALETE PASS, Luzon and demaged both the bridge and the approaching road. A second flight taking off that afternoon at 1120/I to finish the job of destroying this bridge found the target obscured by weather and therefore bombed and damaged the road close to nearby SALACSAC, Luzon, P.I.

Sixteen marhawks on a "recco" 11 January tallied 7 freight cars destroyed or damaged, 14 trucks, 4 staff cars and 2 jeep type vehicles also destroyed or damaged in the old hunting grounds around Calumpit, Luzon, P.I.

An unusual mission occurred on the afternoon of January 13th, when at 1620/I, sixteen P-10's of this Squadron took off from Hill A/D, Mindoro. Their assigned mission was to reco the area northeast of Manila. They were also to bomb and strafe transportation on rivers and highways in order to surther disputations. rivers and highways in order to further disrupt Jap communications which was rapidly becoming difficult for the forces of General Yamashita. On their way to the primary target, the planes of the "Musketeers" were to recco Pagapas Bay, and the town of Santiago (13 deg 51 min N-120 deg 39 min E). A bivouac area had been reported near the town and sixty motor boats observed in the Bay. A-2 was anxious to have this report confirmed. Due to weather and operational difficulties which delayed the take off, the planes were unable to reach the primary target. So the secondary objective was covered and the report of the bivouac area and motor boats was proven false. No possible site of a camp area was seen and no boats were observed nor any possible place of concealment for them. Primary and secondary objectives had now been performed in the best manner possible, but 28 100 lb. demolition bombs and a considerable been delivered. The question now was, what to do with the bombs, as the planes could not land with them still hung on the bomb racks. Turning southward toward the base, the "Musketeers" passed over the lighthouse at Cape Santiago (13 deg 46 min N-120 deg 39 min E). It appeared deserted but to experienced recco pilots, a deserted area frequently means a Jap infested region. Besides, even if there were no important installations, the lighthouse was an excellent target for practice bombing. The final score on the bombing showed 2 bombs direct hits on two buildings at the base of the tower, 18 bombs in the general target area on trenches and fox holes, etc. and 6 bombs that missed and landed in the bay along with another that had hung up. One bomb failed to release and was returned to base although it to doubt was done with considerable reluctance on the p rt of the pilot. For good measure, 3500 rounds of cal .50 ammunition was sprayed over the target during twenty individual strafing passes. The flight returned to base, was interrogated and another rather uneventful mission was ended with apparently nothing accomplished except that A-2 now knew that their report of barges had been in error. Ordinarily, things would have ended at this point. But things are not ordinary during war, particularly here in the rhilippines. We have friends that like to help and let us know how we are helping. how this information is obtained and passed on is no matter for speculation. We shall be satisfied with the fact that on 23 January the following message was received by the Squadron S-2 from a very reliable source. "AIR ATTACK CAPE SANTIAGO LIGHT HOUSE 13 JANUARY KILLED 31 JAPS AND WOUNDED 13. RADIO STATION AND LIGHTHOUSE DAMAGED."

On 15 January 15 "Musketeers" planes dropped 100 lb demo bombs and made 67 individual strafing passes on targets of opportunity in the Norzagaray-Calabason area, Luzon, P.I. Returning to base for interrogation, pilots reported 14 vehicles, consisting of tanks, trucks and staff cars, probably destroyed. One ammo dump fired with a continuing

series of explosions occuring when flight left area, and hits by strafing on other tanks, trucks, and staff cars with results unobserved.

The planes returned to the same area in the afternoon to continue the field day. Thirty-four individual strafing passes were made and the squadron chalked up the following score: 5 trucks, 1 tank, and 1 staff car destroyed. On returning, in Manila Bay a P.T. boat, a motor boat, and a barge were destroyed. The next day, 16 January, bombing and strafing in the same area destroyed one staff car and one truck. Bombs were dropped on or near 4-5 serviceable trucks and strafing passes made on 3 others, but extent of damage was unobserved.

Sixteen P-40's sweeping the roads in the Manila area on 17 January caused the following damage: One large army-type wrecking truck probably destroyed or damaged by strafing in vicinity of ALANINGS (14 deg 04 min N-121 deg 15 min E). Eight individual strafing passes on eight empty box cars resulted in smoke but nil fires. A locomotive was also hit here at MUNTINGDUFA (14 deg 23 min N-121 deg 03 min E) but no results were observed. At LIFA A/D (13 deg 57 min N-121 deg 07 min E) a BETTY bomber was strafed and hit with no other observed results. A 21 ton truck was strafed and destroyed near BINAN (14 deg 20 min N-121 deg 05 min E). At SAN ANYONIO SUGAR CENTRAL (14 deg 11 min N-121 deg 17 min E) a 12 ton truck was strafed, hit and probably damaged and a flash fire occurred in a large building in the area from additional

Attacking the PLARIDEL R.R. bridge again, ten P-40's damaged the approaching tracks with 500 lb. bombs, but any damage to the bridge was

Returning to the CALABASAN playground again on 19 January, eight P-h0's strafed and destroyed 7 trucks and damaged 7-8 others with many hits.

At 0915/I, 26 January 1945, 2nd Lt. W. A. Johnston (since killed in aircraft accident 24 February 1945) destroyed one Jap 05CAk in aerial combat in the vicinity of TALLYAFA (14 deg 41 min N--121 deg 01 min E). Four planes flying South in line astern on road recco at 100 ft. altitude course. The flight leader turned left into the 05CAR to attack as OSCAR course. The flight leader turned left into the 05CAR to attack as OSCAR 05CAR and P-40 opposite each other in a tight circle. Lt. W. A. Johnston, flight leader's wingman, had started to close up when 05CAR was first 05CAR with a 15 degree deflection shot. Jap straightened out and went into a shallow dive as left wing root smoked and broke into flame. Lt. Johnston continued firing as 05CAR belly landed and was destroyed by fire. Flight leader and Lt. Johnston strafed burning plane several times as Nip pilot exhibit ability.

Three aircraft destroyed and three damaged by scrafing of four P-ho's at DEL CAMAN FIELD (14 deg 58 min N--120 deg 32 min E) 26 January 1945.

Two P-LO's on 27 January strafed CLARK FIELD NO. 1, probably destroying three aircraft and damaging five more aircraft and one truck.

Two Jap aircraft were destroyed by strafing passes of three "Musketeers" 5 "

THIS DAKE IS HAKE ASSISTED

at LIPA A/D on 27 January.

On 29 January 1945, a pilot and plane of the squadron were lost to enemy anti-aircraft fire near Nichols Field, Luzon, P.I.

Pilots flying in this area had been constantly briefed on the intense concentration of A/A defenses in the Manila area, extending to the many nearby air fields. They had been warned of the number of aircraft destroyed in this area and to keep entirely clear of the region except when the assigned mission obviously demanded exposing themselves. Frequently it was necessary for our aircraft to cover this area and little or no A/A fire was received. Possibly this was due to the fact that our planes operated at an altitude that was just about extreme range of machine gun and light A/A fire. Undoubtedly heavy bombers had more to fear from heavy and medium flak, but it had been the experience of this squadron that the light A/A fire was the most dangerous to fighter aircraft flying low altitude recco missions, as heavy flak was seldom encountered.

Possibly the pilot that was shot down was attempting to obtain a better observation of an important sighting when he came low and within range of the enemy fire, or possibly he was lulled into a false sense of security by lack of previous encounters of A/A fire in this area.

This point illustrates the constant need of briefing and impressing on pilots even obvious situations such as a heavy static flak concentration.

The type mission flown in the European theatre seems to indicate that the enemy in that area had concentrated on heavy A/A fire as a defense against, heavy, high level bombings. But it would seem from the experiences of this squadron, making low level bombing and strafing attacks and recos, that up to this stage of the campaign, the Japanese were better prepared and trained and more effective with low level A/A defense.

On 29 January, one of a two-plane flight of P-40's destroyed a Jap ZEKE in serial combat in the vicinity of Mampanang Mountains (16 deg 20 min N2-121 deg 30 min E). The two "Musketeers" were flying southeast at 9000 ft. When they first observed the Mip aircraft heading east at 10,000 ft. The P-40's started attack as soon as Mip plane was observed. The Mip headed for cloud cover when attack was started. P-40's made a line astern chase for 4-5 minutes in gradual dive as Mip was also losing altitude. Wingman closed too fast and pulled up to left to slow rate of closure. Flight leader came in dead astern and opened fire from 500 yards down to 20 yards. Observed hits in wings and fuselage. Flight leader pulled up forward past Mip and then up to the right. Wingman pulled down on Mip's tail and hits were again observed. Mip was in left diving turn during these actions as P-40 wingman made attack. First shots were under tail. Pilot pulled up slightly and Mip leveled out. Wingman gave second ong burst and left side of engine exploded in orange flame. Plane then started flaming at least twice length of plane and crashed into ground and exploded. Lt. R. R. Turner observed Mip plane that had been shot down by Lt. Robert L. Hammond crash into ground Lt. Hammond followed Nip plane to ground to observe crash.

Eight strafing passes by two P-40's on trucks and staff cars along a road near DITA (13 deg 55 min N--121 deg 05 min E) resulted in one truck destroyed and one truck and two staff cars damaged.

Two Warhawks on a recco Flight strafed TUGUEGARAD A/D (17 deg 37 min N--121 deg lb min E) on 29 January 1945 and destroyed two enemy aircraft.

On January 31st, 1945, eight pilots of this squadron participated in an outstanding accomplishment of the campaign on the island of LUZON. The details of this endeavor by U.S. troops and Filipino guerrillas received immediate widespread publicity and was received by all Allied countries with jubilation. The incident referred to is the release of Allied Prisoners of War from a Japanese prison camp near CABU, LUZON, P.I. These sight pilots flew four flights of Warhawks covering the area of withdrawal of our troops and their recently released prisoners along the 29 miles of enemy territory through which the gallant procession had to pass to reach the safety of static American lines. These four staggered flights covered this victorious party from nearly dawn to dusk, acting as guardians and being far reaching eyes to check any possible Jap attempt to prevent our forces from reaching safety. Naturally, the glory should go to those who so efficiently covered the distance behind the enemy lines, killed off the Jap prison guards and attendants and successfully brought their charges the remaining 29 miles to safety. But each and every pilot of this squadron who had participated was pleased and proud of the part he played in this release of Allied prisoners. The appended secret Report No. 33 of the Fifth Fighter Command expresses the thanks of the Sixth Army for the assistance of this squadron in the matter, and gives some of the details of how the prisoners were released.

It will be noted in many of the squadron mission reports that paragraph "D" or Results" has no entry other than "Mission completed". That terse statement hardly does credit to the work of taese trained recco pilots. Going further into the matter, we find that paragraph "I" or "Sightings" is quite frequently long and complicated. This is the information so valuable and necessary to ground forces, but in spite of its tramendous value these missions are appreciated only by the ground forces colorned. They lack the color and glamour that newspapers and magazines like to present to the American Public. But, in spite of their lack of notoriety, the pilots put forth their best efforts daily in their assigned task which they realize is so important to the war effort and helps to save lives of grateful "Doughboys".

Byon M. Campbell, BYRON W. CAPPELL, 1st Lt., Air Corps, Historical Officer

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Tactical Reconnaissance Group APO 70

12 January 1945

Summary No. 1. Summary of activities for the period 1 January - 10 January 1945.

- A. Surface vessel and submarine sightings:

  - One SUGAR CHARLIE in BALAYAN BAY, LUZON (13 18N-120 48E), 1 Jan.
    One SUGAR BAKER at CALANSON, MINDORO, (13 31N-120 50E), 1 Jan.
    Sixteen SUGAR DOGS in SILANBUIN BAY, LUZON (14 45N-120 10E), 2 Jan.
    One (1) TARE type transport, anchored at FUERTO RIVAS, LUZON
    (14 40N-120 30E), 7 Jan.
    One SUGAR CHARLIE at SAN FELIPE, LUZON (15 05N-120 05E), 8 Jan.
    One unidentified vessel and 4-5 barges at ORION (14 35N-120 35E),
    8 Jan. (5)
  - 8 Jan. Six SUGAR CHARLIES in SAN LORENZO HARBOR, LUZON (15 30N-120 00E),
  - (8) One SUGAR CHARLIE and one SUGAR BAKER in SAN LORENZO HARBOR, LUZON 10 Jan.
- B. Surface vessels and submarines destroyed:
  - (1) Mine SUGAR CHARLIES and two SUGAR DOGS destroyed in SILANGUIN BAY, LUZON (14 45N-120 10E), 2 Jan.
- C. Surface vessels and submarines damaged: Nil.
- D. Barges destroyed: Nil.
- Barges damaged: Nil.
- F. Enemy aircraft destroyed in air: Nil.
- Enemy aircraft destroyed on ground: Nil.
- Enemy aircraft damaged in air: Nil.
- Enemy aircraft damaged on ground: Nil.
- J. Ground installations destroyed:
  - (1) Railroad station at STA. ROSA, LUZON (14 19N-121 04E) destroyed by bombing, 4 Jan.
- Ground installations damaged:
  - (1) Damaged dual purpose railroad and highway bridge by bombing at CALUMPIT, LUZON (11, 55N-120 45E), 7 Jan.
  - (2) Damaged railroad bridge by bombing at PLARIDEL, LUZON (14 53N-
  - 120 52E), 7 Jan.
  - Bridge damaged and highway blocked by bombing at BALETE PASS, LUZON (16 07N-120 58E), 9 Jan.
    Road blocked by bombing two miles North of SALACSAC, LUZON (16 10N-(4) 120 50E), 9 Jan.

" 1 "

- (5) Factory building at SANTA CRUZ, LUZON (14 54N-120 34E) damaged by bombs, 10 Jan.
- L. Estimated number of enemy troops killed: unknown.
- M. Our planes lost to enemy actions: Nil.
- N. Our planes seriously damaged by enemy action: P-40, N-35 #44-7601, damaged by enemy bombing on Hill A/D, MINDORO, at 0530/I, 1 Jan.
- 0. Our personnel killed or missing inaction: Nil.
- P. Our personnel wounded: Nil.
- Q. Interception: Nil.
- R. Bombs dropped: 17 tons 500 lb. demo's. 4.45 tons 100 lb. demo's. Total 21.5 tons
- S. Ammunition expended: 16,350 X .50 cal.
- T. Mumber of combat missions flown: 9.
- U. Number of combat sorties flown: 124.
- V. Combat time: 356.25.
- W. Total flying time (CM, CZ and SWPA): 356.25.

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#### 110TH TACTICAL RECORNAISSANCE SQUADRON 71st Tactical Reconnaissance Group

22 January 1945

Summary No. 2. Summary of activities for the period 11 January - 20 January 1945.

- Surface vessel and submarine sightings:
  - (1) One FOX TARE BAKER in harbor at ABUCAY, LUZON (14 45N--120 30E)
  - 11 Jan.
    One P.T. boat near harbor at CABCABEN, LUZON (14 29N--120 35E),
    11 Jan.
    12 Jan. (2)
  - (3) Four SUGAR CHARLIE'S at North shore CORREGIDOR IS. (14 25N--120 35E), 11 Jan.
  - (4) One SUGAR DOG, one barge, and one float plane near ORION, LUZON, (14, 35N--120 35E), 11 Jan.
    (5) 8-10 barges pulled up on beach at position 13 31N--120 28E (MINDORO ISLAND), 14 Jan.
    (6) One VICTOR CHARLIE barge at TUBILI POINT, MINDORO (13 15N--120 32E), 14 Jan.

  - 14 Jan.
  - Three fuel barges in MARAVELA HARBOR, LUZON (14 56N--120 30E), 15 Jan. One P.T. boat, one speed boat, one barge, in MANILA HARBOR, 15 Jan. One SUGAR CHARLIE in harbor at CABCABEN, LUZON (14 29N--120 35E),
  - 18 Jan.
  - (10) Two P.T. boats heading NW in MANILA BAY, LUZON, 19 Jan.
- B. Surface vessels and submarines destroyed:
  - One Jap P.T. boat and one Jap speed boat destroyed by strafing in MANILA BAY on 15 Jan.
- C. Surface vessels and submarines damaged: Nil.
- D. Barges destroyed:
  - (1) One barge destroyed by strafing in MANILA BAY on 15 Jan.
- Barges damaged: Nil.
- Enemy aircraft destroyed in air: Nil.
- Enemy aircraft damaged in air: Nil.
- Enemy aircraft destroyed on ground: Nil.
- Enemy aircraft damaged on ground:
  - (1) Two aircraft damaged on LUBANG A/D, LUBANG IS. (13 50N--120 10E), 20 Jan.
- Ground installations destroyed:
  - (1) Two buildings destroyed by bombing at CAPE SANTIAGO (13 46N--120 LOE), 13 Jan.

-1-

- (2) One ammo dump, nine trucks, one staff car, and four unidentified vehicles destroyed in vicinity of CALABASAN, LUZON (11: 52N--121 08E), 15 Jan.
- (3) One tank, five trucks, and one staff car destroyed by strafing in vicinity of CALABASAN, LUZON, 15 Jan.
- (h) One truck and one staff car destroyed by strafing in vicinity of CALABASAN, LUZON, 16 Jan.
- (5) One truck destroyed by strafing near BIMAN, LUGON (14 20N--121 05E), 17 Jan.
- (6) Seven trucks destroyed by strafing on roads near CALABASAN, LUZON,
- (7) Destroyed two small gas dumps at LUBANG A/D (13 50N--120 10E), 20 Jan.

#### K. Ground installations damaged:

- (1) Seven R.R. cars demaged by strafing in marshalling yards South of CALUMPIT, LUZON (14 55N--120 45E), 11 Jan.

  (2) Eight trucks, five staff cars, two unidentified vehicles demaged by strafing on CALUMPIT HIGHWAY, 11 Jan.

  (3) One light house and one radio station demaged by bombing at CAPE SANTIAGO, LUZON (13 46N--120 40E), 13 Jan.

  (4) Eight trucks demaged by strafing near CALABASAN, LUZON, (14 52N--121 08E), 15 Jan.

  (5) One truck demaged by strafing near ALAMINGS, LUZON, (14 04N--121 15E). 17 Jan.

- (5) One truck damaged by strafing near ALAMINGS, LUZON, (III OUR--121 15E), 17 Jan.

  (6) Eight R.R. cars damaged by strafing at MUNTINGLUPA, LUZON (IL 23N--121 03E), 17 Jan.

  (7) Seven trucks damaged by strafing on roads in vicinity of CALABASAN, LUZON (IL 52 N--121 deg 08E), 19 Jan.

  (8) Damaged two Jap aircraft on strip at LUBANG ISLAND (13 50N--120 10E), 20 Jan.
- L. Estimated number of enemy troops killed or wounded:
  - Guerrilla reports through Army G-2 confirms 31 Nips killed and 13 wounded in strike at CAPE SANTIAGO (13 46N--120 40E), 13 Jan.
  - (2) Estimated minimum of 35-40 additional enemy killed.
- M. Our planes lost to enemy action: Nil.
- Our planes seriously damaged by enemy action: Nil.
- Our personnel killed or missing in action: Nil.
- Our personnel wounded: Nil.
- Interception: Nil.
- R. Bombs dropped by type:

- 2 -

# THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS UNCLASSIFIED (1) Bomb, demo, 500 lb., 23.8 tons (2) Bomb, demo, 100 lb., 3.1 tons Total 26.9 tons S. Ammunition expended by type: (1) Cartridge cal. 50, API, I, & T, 53,800 rounds. T. Number of combat missions flown: 23. U. Number of combat sorties flown: 181. V. Combat time: 515:50. W. Total flying time: 515:50. - 3 -

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Tactical Reconnaissance Group APO 70

2 February 1945

Summary No. 3. Summary of activities for the period 21 January - 31 January 1945.

- A. Surface vessel and submarine sightings:
  - Three barges in SAN FERNANDO HARBOR (16 35N--120 20E), 25 Jan. One Jap P.T. boat beached at TERNATE (14 171-120 43E), 26 Jan. Large unidentified ship heading NE four miles off LIMIT POINT.
  - (14 15N--120 35E), 27 Jan.
    Two landing barges near LOS BANOS (14 10N--121 14E), 27 Jan.
    Three barges in river delta at TAYTAY (14 34N--121 08E), 27 Jan.
    Eight to ten barges 2-3 miles North of PASIG RIVER mouth, MANILA
  - BAY, 27 Jan.

    Five ships enclosed in torpedo net in MANILA HARBOR. Three definitely were warships, one a DD and one probably a CA, other unidentified. Eight large merchant ships and 3-4 landing craft also observed. 27 Jan.
- B. Surface vessels and submarines destroyed: Nil.
- C. Surface vessels and submarines damaged:
  - (1) One SUGAR CHARLIE damaged by strafing in SILANGUIN BAY, LUZON, (14 45N--120 05E), 21 Jan.
- D. Barges destroyed: Nil.
- E. Barges damaged: Nil.
- F. Enemy aircraft destroyed in air:
  - (1) At 0915/I, 26 January, in vicinity of TALIPAPA, LUZON, (14 41N--121 01E) one Jap OSCAR was shot down and destroyed in aerial combat by 2nd Lt. William A. Johnston.
  - (2) At 0810/I, 29 January, at position 16 20 N--121 30E, 2nd Lt. Robert L. Hammond destroyed one Jap ZEKE in aerial combat.
- G. Enemy aircraft destroyed on ground:

  - (1) Three Jap HAMPS destroyed by strafing on DEL CARMAN FIELD (14 58N--120 32E) LUZON, 26 Jan.
    (2) Two DINAHS destroyed by strafing at CLARK FIELD, 27 Jan.
    (3) One SALLY and one OSCAR destroyed by strafing on LIPA A/D (14 55N--121 10E), 27 Jan.
- H. Enemy aircraft damaged in air: Nil.

- - Two serviceable Jap HAMPS and one unidentified aircraft damaged by strafing at DEL CARMAN FIELD, 25 Jan.
  - (2) Five DIAMS, one OSCAR, and one unidentified twin engine aircraft damaged by strafing at CLARK FIELD, 27 Jan.
    (3) One BETTY damaged by strafing on PASIG A/D (14 35N--121 05 E),

  - 27 Jan.
    (4) Destroyed two single-engine righters, probably JACKS, by strafing at TUGUEGARAD 4/D (17 37N-121 L/LE), 29 Jan.
- J. Ground installations destroyed:
  - птоновая (14 491--120 14E).
  - (16 14N-121 31E), 27 Jan.
  - (5) One locomotive in yard near GABUYAO (14 15N--121 10E) destroyed by strafing, 27 Jan.
  - (4) Strafed and destroyed gun position containing probable 7.7mm gun near PIBANGANAN (15 15N--120 25E), 28 Jan.
  - (5) Destroyed building in town of MUNOZ (15 15N-120 52B), 28 Jan.
- Ground installations damaged:
  - (1) Small gas dump at LUBANG ISLAND (13 45N--120 10E), 21 Jan.
    (2) Mineteen large buildings demaged by bombing in town of SAN NICHOLAS (14 49N--120 44E) on 24 Jan.
    (3) Six or seven large buildings and two armored vehicles damaged by strafing in town of FLONES (15 55N--120 45E), 24 Jan.
    (4) Three large two story buildings destroyed in town of SAN MANUAL (15 35N--120 50E), 25 Jan.
    (5) One tank and one unidentified vehicle strafed and damaged on road NE of CANP #1 (16 14N--121 55 E).
    (6) One staff car damaged by strafing on highway North of KITAKITA (15 50N--121 00E), 27 Jan.
    (7) One truck damaged by strafing on LIPA A/D, 27 Jan.

  - One truck damaged by strafing on LIPA A/D, 27 Jan.
    Damaged concrete pill box on CORREGIOUR ISLAND by strafing, 29 Jan. One truck destroyed on road North of DITA (13 55N--121 05 E), 29 Jan.
- Estimated number of enemy troops killed or wounded: Unknown.
- Airplanes lost to enemy action:
  - (1) 29 Jan., one plane damaged by A/A fire from NICHOL'S FLALD area. Plane burned and crashed, killing pilot.
- N. Our planes seriously damaged by enemy action:
  - (1) One aircraft holed by small arms fire from unknown position, 27 Jan,
  - -2-

I. Enemy aircraft damaged on ground:

- Two serviceable Jap HAMPS and one unidentified aircraft damaged by strafing at DEL CARMAN FIELD, 26 Jan.
   Five DINAHS, one OSCAR, and one unidentified twin engine aircraft damaged by strafing at CLARK FIELD, 27 Jan.
   One BETTY damaged by strafing on PASIG A/D (14 35N--121 05 E), 27 Jan.
- (4) Destroyed two single-engine fighters, probably JACKS, by strafing at TUGUEGARAO A/D (17 37N--121 44E), 29 Jan.
- J. Ground installations destroyed:

  - (1) Three large buildings destroyed by bombing in town of SAN NICHOLAS (14 49N--120 44E).
    (2) One staff car destroyed by bombing on road NE of CAMP #1 (16 14N--121 31E), 27 Jan.
  - (3) One locomotive in yard near GABUYAO (14 15N--121 10E) destroyed by strafing, 27 Jan.
  - (4) Strafed and destroyed gun position containing probable 7.7mm gun near PIBANGANAN (15 15N--120 25E), 28 Jan.
  - (5) Destroyed building in town of MUNOZ (15 45N--120 52E), 28 Jan.
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  - Small gas dump at LUBANG ISLAND (13 45N--120 10E), 21 Jan. Nineteen large buildings damaged by bombing in town of SAN NICHOLAS (14 49N--120 44E) on 24 Jan.  $\binom{1}{2}$
  - (3) Six or seven large buildings and two armored vehicles damaged by strafing in town of FLORES (15 55N--120 45E), 24 Jan.
  - (4) Three large two story buildings destroyed in town of SAN MANUAL (15 35N-120 50E), 25 Jan.
     (5) One tank and one unidentified vehicle strafed and damaged on road NE of CAMP #1 (16 14N-121 55 E).

  - One staff car demaged by strafing on highway North of KITAKITA (15 50N--121 00E), 27 Jan. (6)

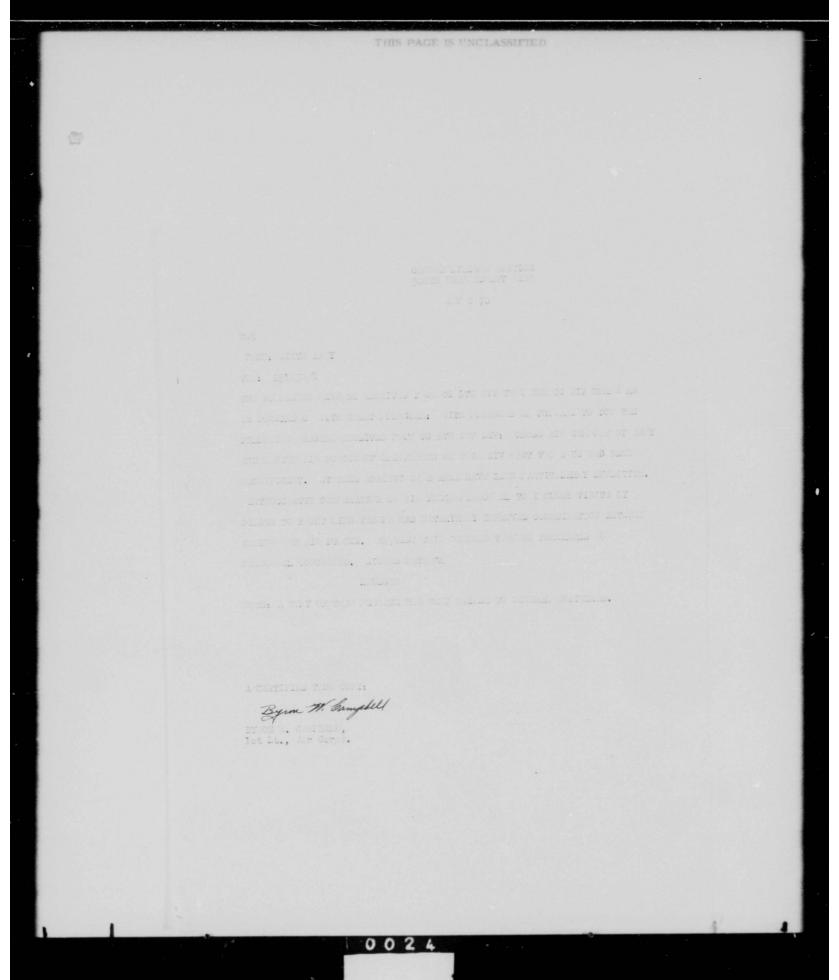
  - One truck damaged by strafing on LIPA A/D, 27 Jan.

    Damaged concrete pill box on CORREGIDOR ISLAND by strafing, 29 Jan.

    One truck destroyed on road North of DITA (13 55N--121 05 E), 29 Jan.
- L. Estimated number of enemy troops killed or wounded: Unknown.
- M. Airplanes lost to enemy action:
  - (1) 29 Jan., one plane damaged by A/A fire from NICHOL'S FIELD area. Plane burned and crashed, killing pilot.
- N. Our planes seriously damaged by enemy action:
  - (1) One aircraft holed by small arms fire from unknown position, 27 Jan.

- O. Our personnel killed or missing in action:
  - (1) One plane fired by A/A at minimum altitude,  $1\frac{1}{2}$  miles South of NICHOLS FIELD. Pilot bailed out, but chute did not open. 29 Jan.
- P. Our personnel wounded: Nil.
- Q. Interception:

  - In vicinity of TALIPAPA (14 41N--121 of E) at 0915/I, 26 Jan, one Jap OSCAR was intercepted and shot down.
     Intercepted one Jap ZEKE at position 16 20N--121 30E, at 0810/I 29 Jan. and destroyed it during ensuing aerial combat.
- R. Bombs dropped by types:
  - Bomb, demo, 500 lb.
    Bomb, Napalm, 100 lb.
    Bomb, demo, 250 lb.
    Total 31 tons .8 tons 2 tons 33.8 tons
- S. Ammo expended by type:
  - (1) Cartridge cal. 50, A.P.I.-Incendiary-Tracer 77,550 rounds.
- T. Number of combat missions flown: 99.
- U. Number of combat sorties flown: 320.
- V. Combat time: 670:00.
- W. Total flying time: 670:00.



HEADQUARTERS
WESTERN VISAYAN TASK FORCE
APO 321

30 January 1945

SUBJECT: Commendation.

TO : Commanding General, Fifth Air Force, APO 710.

- 1. In behalf of the members of my staff, my unit commanders and the enlisted men of the ground forces of this command I desire to commend Colonel J.A.Wilson, 310th Bomb Wing, for the superior support and cooperation he has afforded this command.
- 2. The gallantry and efficiency displayed by the Air Forces of this area during an enemy naval attack on the night of 26 27 December 1944 were influenced greatly by Colonel Wilson's outstanding leadership and determination and his desire to carry the fight to the enemy at all times. It is the unanimous opinion that "our" Air Force saved the personnel and installations of this area from severe losses by the marshalling of all available aircraft with all the available bombs and ammunition on the enemy fleet. This opinion is confirmed by the statements of several surviors of Japanese destroyers, that our pilots, flying into a vertable deluge of enemy anti-aircraft fire had completely demolished the main batteries of the heavy cruisers and destroyers of the force and had killed a majority of the gun crews before the shelling began. The action of our Air Units on that night will stand forever in the memories of each officer and man in this force as one of the most gallant deeds to be established in traditions of the American fighting men.
- 3. Throughout this operation the spirit of enthusiastic cooperation on the part of Colonel Wilson and his command has resulted in what I believe to be the greatest unification of effort achieved by any task force of this theatre and has justly warranted the uniform expressions of admiration and respect by his comrades-at-arms in our ground force units. It is our confirmed opinions that Colonel Wilson and the 310th Bomb Wing not only contributed materially to the success of this neutralization of enemy air and ground forces on Luzon.
- 4. I shall be an enthusiastic supported for the presentation to Colonel Wilson of the Distinguished Service Medal for his outstanding record in this operation.

s/t W.C. DUNCKEL, Brig. Gen. USA, Commanding.

BASIC: Ltr, Hqs, Western Visayan Task Force, APO 321, 31 January 1945.

AG 201.22 ( 50 Jan 45 )

1st Ind.

HEADQUARTERS, FIFTH AIR FORCE, APO 710, 20 February 1945.

TO: Commanding Officer, 31)th Bombardment Wing (H), APO 321.

- 1. The Commanding General notes with pride the manner in which Colonel Wilson and the personnel of the 310th Bombardment Wing and all units under its control during this critical period have performed their duties and desires to add his personal commendation to that expressed in basic communication by Brigadier General, W.C.Dunckel, to the personnel concerned.
- 2. It is directed that a copy of this commendation by Brigadier General W.C. Dunckel, be furnished personnel of the 310th Bombardment Wing and all units under its operational control for the period 15 December 1944 to 28 January 1945.

s/t/ ENNIS C. WHITEHEAD Major General USA Commanding.

AG 201.22 (30 Jan 45) A

2nd Ind.

HEADQUARTERS, 310th BOMBARDHENT WING (M), APO 321, 28 February 1945.

TO: All Units, 310th Bombardment Wing (M).

- 1. I desire to add my personal commendation to all personnel under the operational control of the 310th Bombardment Wing during the period 15 December 1944 to 26 January 1945 for the splendid performance during a most critical period.
- 2. The courage and devotion to duty to all concerned bespeaks of the finest morale and organization and reflects much credit on each individual who participated in the Mindoro operation.

s/t J. A. WILSON, Colonel, Air Corps, Commanding.

AG 201.22 3rd Ind. (C-12)
HEADQUARTERS, 91ST PHOTO WING RECONNAISSANCE, APO 710, 5 March 1945.

TO: Commanding Officer, 71st Tac Ren Group, APO 70.

- 1. It is indeed gratifying to receive this commendation for the outstanding performance of duty by participating units assigned this Wing.
- 2. This communication will be read to all members of units concerned at first formation after receipt of same.

s/t W. C. SAMS, Colonel, Air Corps, Commanding. THIS DACE IS UNCLASSIBLED.

BASIC: Ltr, Hq, Western Visayan Task Force, APO 321, dtd 30 Jan 45.

AG 201.22

Lith Ind.

BNS/scw/A

HEADQUARTERS, 71st Tactical Reconnaissance Group, APO 70, 9 March 1945.

TO: Commanding Officer, 110th Tactical Reconnaissance Squadron, APO 70.
Commanding Officer, 82nd Tactical Reconnaissance Squadron, APO 70.
Commanding Officer, 17th Reconnaissance Squadron (Bomb), APO 321.

1. The Squadrons of this group can indeed be proud of the fine job they did throughout the Mindoro operations.

2. It gives me great pleasure to add to the enclosed commendations  $m\mathbf{y}$  praise for a superb performance.

s/t BERT N. SMILEY, Lt. Colonel, AC, Commanding.

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## THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS DAME IS UNCLASSIFIED

SECRET

A-2 SUMMARY

Report No. 33 0800/I - 0800/2

V FIGHTER CO MAND APO 710

1. AIR SUMMARY.

A TWX received from Sixth Army thanks the AIR FORCE for air cover provided in the rescue of 511 Prisoners of War at CABANATUAN. Original sightings were made by fighter pilots of this command who continued to report on the Prisoner of War Camp until rescue was effected. 488 Americans and 23 British were liberated. About 175 Rangers crawled for five hours through a rice paddy, killed 73 Nip guards and 150 troops bivouaced there, shot the lock off the door and released the POWs. Guerrillas held an escape route open and in doing so killed half a battalion of Japs. Rangers had one killed and two wounded.

A CERTIFIED TRUE COPY:

Byron W. Campbell, 1st Lt., Air Corps

SECRET

0028

#### The P-40s are back in P. I. !

The kid lay on the sofa in his family living room in Roland, Iowa, listening to the radio.

It was a winter evening early in 1942, and the broadcast was "The March of Time", enacting the life of American soldiers fighting on Bataen. He could hear the boys at their short-wave receiver dialing America, and then Bing Crosby singing for them, "Home on the Range". The scene shifted to airplane mechanics patching chewing gum over bullet holes in a battered smoke-blurred P-40, and trussing her together with telephone wire. Then he heard the pilot climbing in, under his arm the home-made tomato-can bombs that later he'd toss over the side. Over the engine's sputter he could hear the pilot's "So long now!" The roar of the plane faded. . .

A few weeks later the kid read the headlines in the paper, and then he read them again:

CORREGIDOR FALLS

Heroic Bataan Defense Ended

And there was the General's picture, and under it,

"I will return to the Philippines"

By June, the kid was old enough, and he went down and enlisted in the Army Air Corps. But even then you couldn't have told him what he'd be up to one football afternoon in 1944 . . :

\* \* \* \* \* \*

2

At 1330 on a yellow-hot Autumn day a long, raking formation of fighter planes swept in high over the beachhead. They curved out wide over the crowded harbor, over crawling LCI's, anchored Liberty ships, LST's jammed into the beach sand, ducking weaving PTs, and lean battle wagons stretched like dozing tigers, eyes half shut. The line of planes filed round and in again, over the dusty bustling town, over the flat mud fields.

A Filipino, leading his family and his burdened carabao back from the hills, halted, looked up, turned to his wife with a joyful cry, "Mina! Ah-merry-cahns! Pee-fort-ee!"

High in the inland hills a Jap officer peered through his glasses, swallowed, licked his lips, for his mouth was dry with an old fear. A notorious termenter was back to haunt his days and hours.

And in the dusty harbor town a General, four stars on his collar, unique gold braiding on his cap, squinted at the sky, nodded and smiled. . .

Port Moresby, Bogadjim Road, Wewak, Aitape and Hollandia, Biak and Morotai --- and now the gawk-nosed Warhawks of the Fifth Air Force were coming back to the Philippines, back to the unfinished business where America's fight began.

These were the Musketeers coming in, hardy veterans of the plodding drive up the jungle wilderness of New Guinea, and the swift hop-scotch to and through the islands of the East Indies.

One by one, the high sun glinting on their canopies, the P-40s wheeled and settled to the airstrip . . .

\* \* \* \* \* \*

The kid from Roland, Iowa ---Lt. Conroy J. Fagerland now --- climbed down, stretched, yawned. He turned the plane over to his crew chief, S/Sgt Guy Creighton, waiting for him on the line. Then he piled onto the jeeps with the rest of the pilots and rolled away for the Operations Shack.

3

"Rugged trip."

"You ain't just a-kiddin', boy."

"Plenty doing round here."

"Flenty . . . Wonder when we get operating?"

"Tomorrow morning I hope."

"Suits me."

\* \* \* \* \* \*

At the Operations Shack the Musketeers reported on their flight up from the Netherlands East Indies. They had taken off in mid afternoon, the plan being to land at Morotai in the Halmaheras by sundown, and make the second and final lap to the Philippines next morning. Only they tangled with that ancient and universal foe of fighter pilots --The Weather. A solid front of it, heavy rain on the sea's surface and cloud masses piling up to 20,000 feet, blocked their way to Morotai and the airstrip. They tried to climb over it and they failed. They tried to flank it, sweeping many miles across its front. No success.

Meanwhile, daylight and gasoline, of which they had had plenty for normal f ying, were running out.

The P-kos ducked down to 200 feet and headed blind into the driving darkening rain. Somehow, with the aid of instruments and radio, they located the runway, and all but one plane landed safe in the gathering gloom. The last plane, piloted by Lt. Harry Johnson, skidded down the dark wet metal strip, careened to one side and flopped on its back. Johnson climbed out unburt.

All the next day the weather snothered Morotai with attentions while the Musketeers waited and watched for a break in the clouds. Finally, this morning, a day later than planned, they had got off and

here they were and that was that.

The huddle of pilots around Lt. William Olson, the Intelligence Officer, began to break up.

"O. K. boys. Let's go eat and then hit the sack."

"Yeah man!"

"Just a moment men. If you'll take a look here at this map
we'll go over the general situation quickly. Then, after we eat,
we'll get down to our first mission this afternoon...Let's see,
take-off is at 1546. That gives us a couple of hours..."

And two hours and fifteen minutes after they hit the Philippines the Musketeers were airborne on their first mission, in close support of the Sixth Army. An old routine in a new setting. They gouged up a Jap highway and they fired a large oil dump.

"We could see this Philippine invasion was strictly a high-gear show," said Lt. Jesse McNeill, Operations Officer, "And we were in it right up to the neck. We started right in flying three and four missions a day - - - dive bombing and strafing, sea patrol, shipping strikes - - Everything in the P-hO book, and that's plenty. Most days our planes are in the air from sun-up to sun-down with hardly a chance to cool off between jobs."

"Our main work is hitting ground targets in close support of our Infantry divisions," explained Captain Rubel V. Archuleta, the Equadron's new Commanding Officer. "But as we go along we've had occasion to let the Jap Navy know the P-10's are here. And the Jap Air Force, too."

"We had our first run-in with Japanese planes on our fifth day of operations," Lt. Harry Johnson went on. "Captain Archuleta was leading a flight of four of us on an early morning patrol over near Ormoc Bay,

when he spotted a P-38 chasing an Uscar at about 8000 feet. We covered the Lightning till he shot the Jap down."

"The idea in covering him," put in Lt. Martin Regan, "was just in case any more Nips were around. We found out. As we turned and climbed we saw 11 more Oscars coming down on us from around 10,000 feet. We turned to meet their attack, flying right through their formation, firing head on."

"We came through," said Lt. George Marman, "and then I saw Johnson rack his plane into a steep turn, and an Oscar coming from below, fly right in front of him. Johnson let go with his guns from dead astern. I saw the Oscar burst into a mass of flames, roll to the right and crash into the Bay."

Captain Archuleta picked up the story. "Two more Japs dove on my element, and Regan and I turned into the attack. I gave them a short burst head on and they immediately broke away. We went on down after them and while I covered him, Regan followed one of them into a dive. Then, in a gentle turn, he got in a good deflection burst. The Jap straightened and almost instantly dived into the water.

"By then another Jap was diving on us, so we turned and pulled up at him. I maneuvered into position and got in a deflection shot but I missed him."

"I was covering Archie at the time," Lt. Regan said. "He lined up his man again and gave him a short burst from astern. I saw the Jap's cockpit fly to pieces, then his plane flipped over in a back dive and he was gone to join his ancestors."

"We chased another Oscar down to 500 feet," Captain Archuleta said.
"I got in some hits on him, but five of my six guns had jammed. We figured we were ready to head for home."

First blood in aerial combat for the Musketeers over the Philippines.

Against 11 Oscars the four P-h0's had scored four definites and returned unscathed. There was a buzz of high good humor in the Musketeers' mess hall, that night. Pride in the gallantry of the day's action, but more than that: a buoyant confidence that there were great things coming. Among pilots and ground men alike the talk was "Wait a while," "Wait till you see," "This is only the beginning . . ."

That spirit of eager confidence and endeavor has stuck and grown in the days and weeks that have followed.

\* \* \* \* \*

But the success or failure of venture like the Philippine Invasion is measured other ways besides the Jap flags painted on a fighter's fuselage.

After the ground forces had fanned out from their beachhead to gain the offensive, it was vital that the enemy be kept from reinforcing. In the Philippines this meant hitting his ships at sea and along the island coast-lines. Carrier-based planes of the Navy and Marine fighter planes had a hand in this, along with the fighters and bombers of the Fifth Air Force.

And notable strikes were effected by the Musketeers.

In the unit's files for November and December are plain-facts records of many a mission such as this:

"Samar Sea, --- November 1944, 9000-ton enemy transport, heavily loaded with troops and deck-cargo of machinery, sighted by eight P-40's, several hundred yards off shore. Through heavy accurate AA fire, P-40's dive-bombed, scoring four hits. Transport sank out of sight within 45 seconds. Two small craft loaded with troops were strafed and sunk nearby. A supply ship and a barge, loaded, anchored and comouflaged, were burned and destroyed.

"One of our P-ho's was damaged."

December 7th, 1944 --- that should be an easy date to remember. The Musketeers will remember it. So will General Yemashita and his staff.

That morning the P-10's climbed through a heavy sky, crossed the mountain spine of Leyte Island and swept down and North along the island's West coast. Presently through the grey murk they saw something very beautiful. A Japanese Task Force --- six loaded transports excorted by seven destroyers ---making its way bouth, and looking good enough to eat. The visibility was bad, but no matter. The Musketeers carried their attack straight in from the South, cutting down through heavy ack-ack to dive-bomb sweeping low across it to strafe. A 5000-ton transport broke into flame and turned franticly toward shore. It was beached and burning furiously as the planes turned back to their base to bomb up and re-load ammunition.

They reported their find, lunched in a hurry and as soon as the planes were gassed up and ready, took off for Round Two.

Through the mid-day hours the fierce Philippine sun had "burnt off" much of the cloud layer, leaving shreds and tatters in the deep valleys and in protected coves along the shore. And sure enough hiding under a torn cloud remnant between the sheltering shoulders of San Isidro Bay, the Musketeers found what they were after.

Down across the hills they tore, slashing into and through an anti-air-craft barrage that glinted like a blanket of sequins, driving straight on in to throw their bombs at telling range. Major William Lonigan, leading the Squadron, put two hits snack on the nose of a transport, snashed the bow clean off. Lt. Regan's two bombs hit the magaine of a destroyer. The ship exploded and sank in 30 seconds. Lt. John Evans scored a hit on a big 10,000-ton troop ship, and Lt. Robert Turner followed up with two more direct hits. The boys strafed another transport till it was aflame and beginning to sink. More strafing sank three barges and two small boats loaded with men and supplies. As the Musketeers pulled up and away, they saw Major Lonigan's bow-less transport afire and sinking, the big 10,000-ton ship burning furiously from end to end, snoke piling up from it in a mile high

tower, and the surface of San Isidro Bay a flashing sheet of oil fires.

Heading homeward they came onto another transport of 5000 tons, pulled up to the beach and being hurriedly unloaded. They strafed, and left it burning to the waterline.

\* \* \* \* \*

"When we left that bay-full of burning ships this afternoon I though we'd done enough for one day," remarked Lt. Raymond Leonard that night in the mess hall. "Even enough for Occember 7th. But out team got in a good lick over this way, too. Lergeant Turner says four of the boys put on a show you could watch right here from the camp area."

"I could see the whole thing from the kitchen door," said 3/Sgt. Leo ("Butch") Turner, whose mess hall sports a sign "Turner's Ptomaine
Tavern" and a pompous pet Japanese duck. "I was watching our four P-40's
cruising along, two and two, over there in the West. Then I saw another
bigger plane turning in this way, above and behind them to the South. Our
planes just kept going --- didn't seem to see this other fellow --- not for
a minute or so. All of a sudden the rear pair of P-40's pulled ahead fast,
then up and over sharply in what looked like half a loop. They headed back
fast after that stray plane."

"That was me and Muber," exclaimed Lt. Alfred Wells. "I was leading the Second element. And when we saw that Jap plane back there I tried to get Archie, who was leading the flight, on the radio. I couldn't get an answer, so we turned back on our own."

"My radio was on another channel," said Captain Archuleta. "But when I looked back after Wells and Huber I saw it was a Jap Val divebomber and we turned back fast to follow them."

"From down here I couldn't tell for sure it was a Jap plane," Turner went on. "But the way our planes rushed in on him, I figured it was a

fight. Then I saw he front P-40 --- that would be Lt. Wells --- spit a mouthful of tracers at the Jap and I yelled at the boys in the kitchen to come take a look."

"Butch yelled so hard," said Cpl. Buster Cobb of Medics, "that I thought he was hurt. I ran out of the Aid Station and saw him, on his foot and looking healthy. He was pointing at the sky, and then I heard the chatter of a machine-burst up there."

"The Jap turned down and away from that burst," Sgt. Turner went on, "and our boys followed on his tail, closing in on him fast. By this time there were guys all over camp pointing and shouting. Jack Thompson was giving a play-by-play from the Orderly Room steps."

"Lt. Wells gave him another burst," S/Sgt. Jack Thampson said, "and then nother one. We could see the Jap duck and turn this way and that, trying to avoid the shooting."

"Our P-Mos were right on him," Turner went on. "Lt. Wells plane pulled past him and turned away. But the next plane --- Lt. Buber, that would be --- followed right down on his tail. We saw a long stream of fire pouring straight on the Jap plane from Lt. Buber's gun. You should have heard the yelling and cheering round here! All the planes disappeared below the tree-tops then, but we figured that was the finish."

"It was the finish, all right," Lt. Wells agreed. "Huber's long burst set the Val's left wing-root burning. he hit the ground a mass of flames, then he cartwheeled into the river and blew up."

The Musketeers made a lot of history this December 7th. But now and then there were days when hey made no history at all. Days when the whole outfit sat on the ground helpless and defenseless under the round-the-clock assault of that ubiquitous and contrarywise Ole Devil Weather.

In the Philippines at the end of the year, weather means rain --- as much rain this year as 24 inches in 30 days. And that much rain means

THE DAME IS USED ASSESSED.

not only bad flying conditions, it means landing and take-off conditions that are even worse. It means mud.

The young men of the Southwest Pacific used to hear their fathers and uncles talk about the mud in France in 1918. But the slime and goo of New Guinea in 19h5 and hit withered and paled the tales of the old war. The rains in the Philippines top even New Guinea. There just couldn't be, anywhere, ever, any other mud like this. Great slogging swales of it well up over night. Tents become boathouses, barracks bags sink in it, foot lockers float out the door. Jeeps founder in it and are abondoned until the sun next shines. Trucks, even with chains, slither helplessly off the road-crowns to wallow like carabao in the mud-filled ditches. G.I.Joe says, "Maybe the Philippines would be O.K. if somebody'd pull out the plug and scrub down the sides."

Air Force men dread this kind of weather. Every day the planes are grounded, they figure, is a day town off their war-calendar at this end and added on at the other, a day that's lost forever. There are times when nothing can take off, not even the sure-footed P-40s that for years have been getting on and off beaten battered airstrips that other battle-planes aidn't dare try.

Empty days, full of water and little else. The pilots grab the chance to hit the sack for extra hours of needed rest. The ground crews putter around at what few chores the weather permits and return to their tents to hang up clothes only a little wetter than the air that's supposed to dry them, to scrape away endlessly at mud-caked shoes, to gripe and to moan.

Rain drums on the canvas mess-hall roof, and rain-spray sweeps through the window screens. The Musketeers ground men are old-timers now, veterans of a year's combat operations. So their talk, as they nurse their coffee cups, runs to reminiscing. "Remember the time ..." "Remember way back when ..."

THIS PACE IS UNCLASSIFIED

"Remember Gusap, our first combat base, up there in the New Guinea hills? And the boom and flare of the artillery at night a few miles down the valley? The long missions out across the mountains, sweating them out from before 'first light' till mid-afternoon when the weather closed in regularly by the clock and the last plane had better be in or else?"

"Remember 'Bed-check Charlie, fluttering over in his Merry
Oldsmobile every morning around three . . . one little Jap plane with
one little Jap bomb, buzzing around till he'd got us all out of bed and
into our foxholes? He was pretty decent though .... always plopped his
bomb into an open field somewhere, so's nobody'd get hurt."

"Remember Tadji, the beachhead up the coast with the rough-and-tumble SMAFU strip we inherited from the Japs? And the 105 shells swishing right over our heads as we worked, from the guns one side of the strip to the Japs not so far from the other? So close, in fact, that flights to our Jap targets and back were sometimes counted in minutes instead of in hours?"

"Remember moving up from one base to the next? Loading C-47s at night, sleeping under their wings, then taking off at dawn?"

"Remember the planes coming back . . . the 'buzz jobs' and rolls that told you it had been a good strike? And the planes that didn't come back . . . the great guys that knew the gambles they took, and took them anyway, and lost?"

"Romember? . . . Will you ever forget?"

\* \* \* \* \* \*

Ground crews, like just about everybody else in the Air Forces, are incurable shop-talkers, and sconer or later the rainy-day talk gets around to their airplanes --- the beatings they take, the care and repairs they require.

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One day M/Sgt. Elmer Martin, squadron line chief, got to talking about the P-LO. "A great thing about these ships is that they go along flying missions every day and they call for only a minimum of day to day maintenance and care. They're built well to fly well and they don't have to be pampered between flights."

"That's been tremendously valuable here in the Philippines," added Captain Smith T. Charland, Musketeer Engineering Officer. "Often an airplane comes in pretty well shot up with ack-ack. And the regular maintenance of our P-LOS is such that we can spare the men and that ime to get the damaged plane repaired and back in the air promptly.

"For example, one afternoon recently Lt. Thomas set his plane down with all fuel tanks punctured, the canopy gone, three instruments knocked out and its tail section pretty badly shot up. We went to work on it and six days later, on our own time, our men had it fully repaired and back in service."

"Another day," said T/Sgt. "Smokey" Rogers of Engineering, "Lt.
Leonard handed his plane over to Doc Beeres, his crew chief, with an
eighteen-inch hole through one wing, and flak holes all over the canopy,
the fuselage and the fuselage tanks. He showed Doc where flak had hit
his pistol in its shoulder-holster and ricocheted off. Ordnance Section
took care of his gun for him, and we had his plane all ship-shape and
ready for him to fly again in four days."

S/Sgt. Alvin Valentine, another crew chief, told about his plane blowing a tire in landing, careening off the strip and bending an axle unit out of shape. He and the Engineering men successfully made repairs with salvaged material and the plane was back in the air flying the last mission that same day.

Such are the annals of an outstanding lot of airplanes with an outstanding lot of boys to crew them and care for them. Add to this excellent combination an outstanding lot of pilots and you've got a

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setup that goes places. Like one day at the end of November when four Musketeers in four F-40s ran into four Mr. Moto's in four Oscars. That was a memorable get-together, expecially for F/O Morris Washatka, who knocked down two Jap planes --- his first two --- in that one mission.

Lt. Twiggs was telling about it. "We were patrolling through dirty weather off the Leyte coast, north of BAYBAY. There was a high overcast at about 10,000 feet and scattered cumulus below that. Rain squalls were swirling around us as we came over Ormoc. About then Lt. Hunt who was leading the flight called to us that he's sighted four Oscars. I could see them, ahead and o my right at two o'clock, a thousand feet above us and half a mile away. They were coming out of the northwest straight at us."

The Oscars circled to the right, wide, and the P-hOs wheeled to their right, a quicker, tighter circle that cut down the Jap's advantage. Now the P-hOs are coming out of the east and the Oscars are heading toward them from the west. Let's let the boys take it from there ...

Hunt: "When the first Oscar started down at us I turned into them, pulling up to fire at the leader. I stalled out and did a spin to the right."

Hough: "I saw that leading Oscar break right and go into a vertical bank.

I gave him a short burst but he was out of range. He rolled over on his back, did a half-roll down and headed straight for Cebu. I took off after him and then, finding myself alone, I turned and tagged onto Washatka and Twiggs."

Twiggs: "Meantime Washatka turned into a head-on pass on the last Oscar in the flight. I saw his fire hit the Jap's engine and his right wing root.

As he passed above me and below Washatka, I saw smoke and flame coming from his right side. Then he crashed into the sea."

Hunt: "Twiggs and Washatka took off after the remaining two Oscars heading for Cebu. They had speed and altitude on them, and closed in fast."

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Hough: "I saw Washatka pull in to about 150 yards from he plane on the right. The Jap put his nose down into a vertical roll, Washatka going right down with him and firing as he came out. That was the last of Oscar. He hit the sea a mass of flames. Score two for F/O Washatka!" Hunt: "While this was going on the last remaining Oscar turned sharp left and up, with Twiggs after him. I could see his bullets registering hits, first in the tail, then in the wing. The Jap did a half-roll down and bailed out. But his chute failed to open, and he and his flaming ship went down side by side, fast.

"We then re-formed and proceeded with our patrol."

"We haven't been troubled much with boredom or monotony since we came to the Philippines," said Captain Archuleta the other day. We keep busy because we can and do take on just about any kind of mission that offers. Curs is what you might call an all-round combat cutfit, I suppose --- or,

as we sometimes refer to it, the "Let-George-do-it" squadron. Just as the P-40 is an all-round combat plane. For the range of work we do, we couldn't ask for better performance that these ships give us.

"But, as I said before, our main job here is close support of the ground forces --- helping them in their work of gaining objectives and destroying the enemy.

"Coming back from such a mission we report what we've been able to accomplish. Then, later, we learn whether the combined ground-and-air operation was successful as a whole. But it isn't often we get such a direct first-hand account of how we fit into things as we got one day last week.

"Some of our ground American troops were out to take a Jap stronghold up northwest of here. The men had pushed up very close, but the Japs were well entrenched and the guns and mortars our boys had been able to lug up there hadn't been enough to break them loose. The Americans dug in,

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but after a week of hard trying they weren't getting anywhere.

"We were asked to go over and div-bomb. It was a good target but a tricky one, because only a few yards separated our men and the enemy objectives. We came down through intense ack-ack and placed our bombs carefully, and from the smoke and fires, it appeared we'd done all right. We heard later the point had been taken.

"A few days afterward Lt. Rule developed engine trouble and had to make an emergency landing at this same spot. When the Captain of the outfit that had attacked and taken the place saw Rule's P-10 he was as thrilled as a kid.

"He said nothing had ever given his men such a boot as the sight of the P-hos diving down across their positions. He said that tired as they were after seven days and nights in those mud trenches, the boys jumped up, threw their helmets in the air and let loose with a long football cheer as the bombs ripped down on the target. He told Rule that all sixteen bombs --- they were 500-pounders --- hit right in he Jap area, and that within an hour his men were pushing in to take over."

In the Philippines these days the Musketeers and their P-40s are special pets of the Sixth Army Commanding Generals. Off-the-record tales like that one tell why.

\* \* \* \* \*

Off the record and on, the Musketeers Philippine tallies are still mounting. The outfit has moved, as the Invasion moves, to another beachhead airstrip, and then to another. And the P-MOS return to the Islands continues a blaze of glory.

That's the last word we can give you. For later developments see your daily paper.



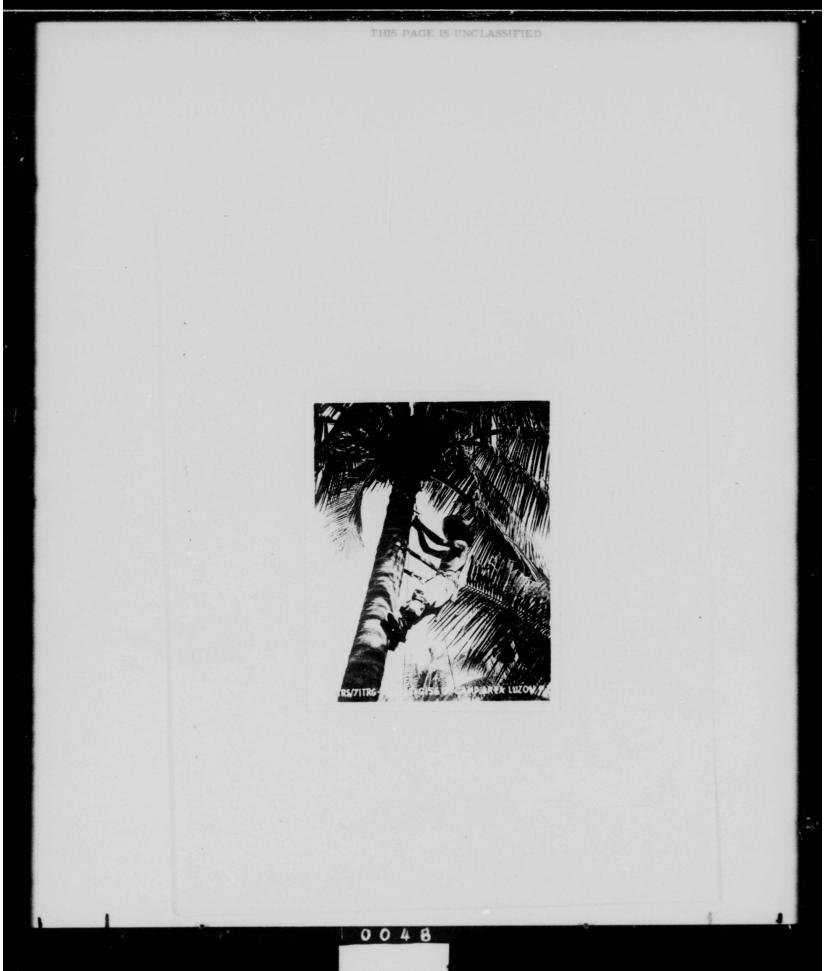
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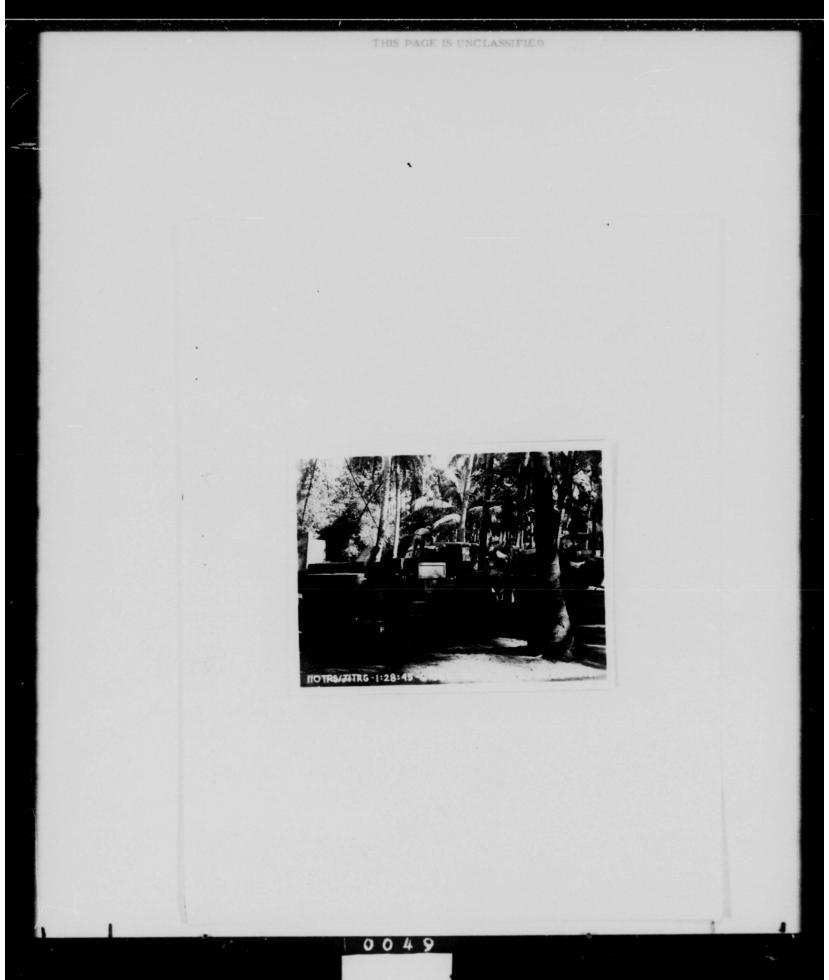


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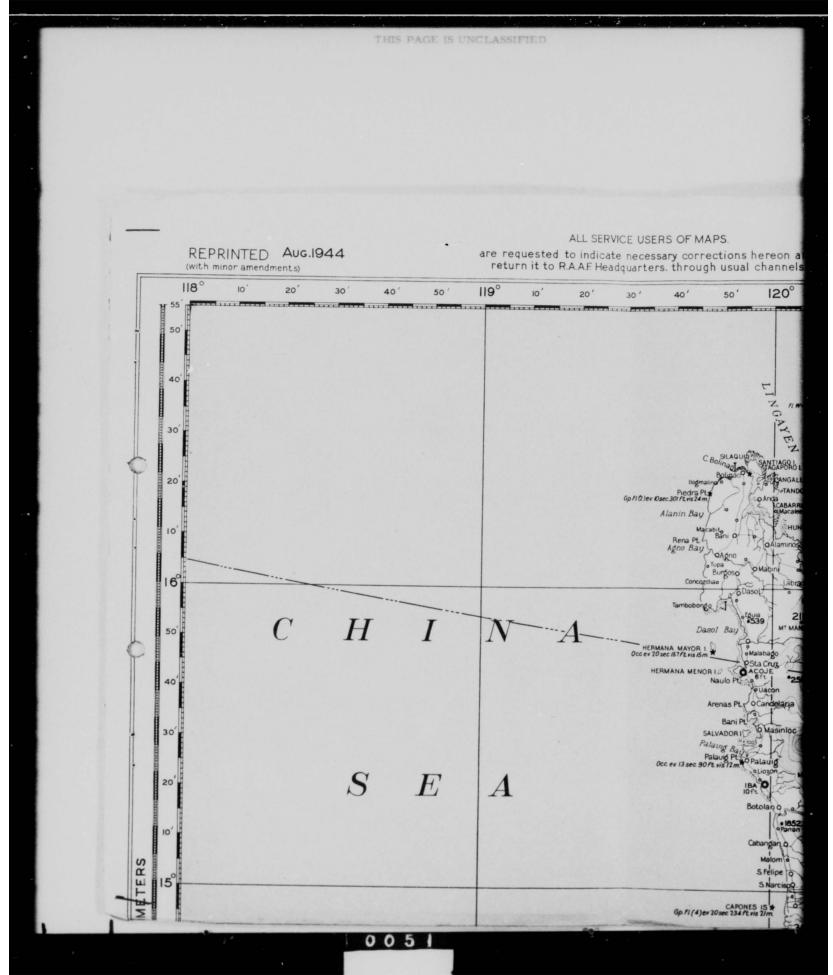




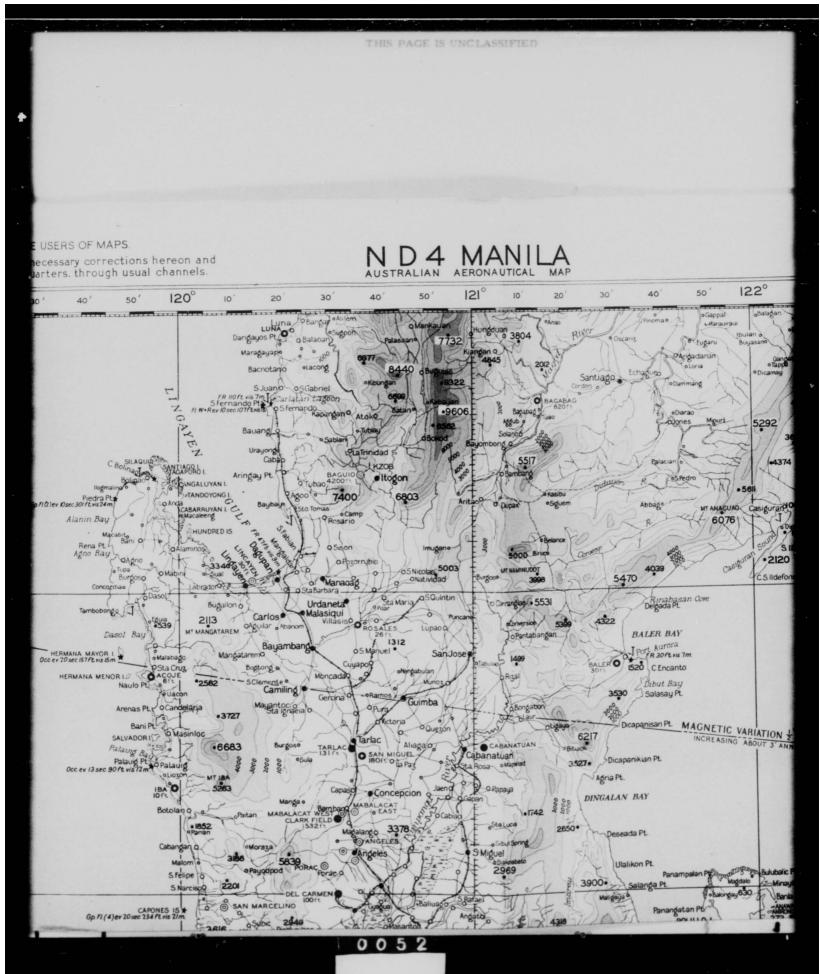


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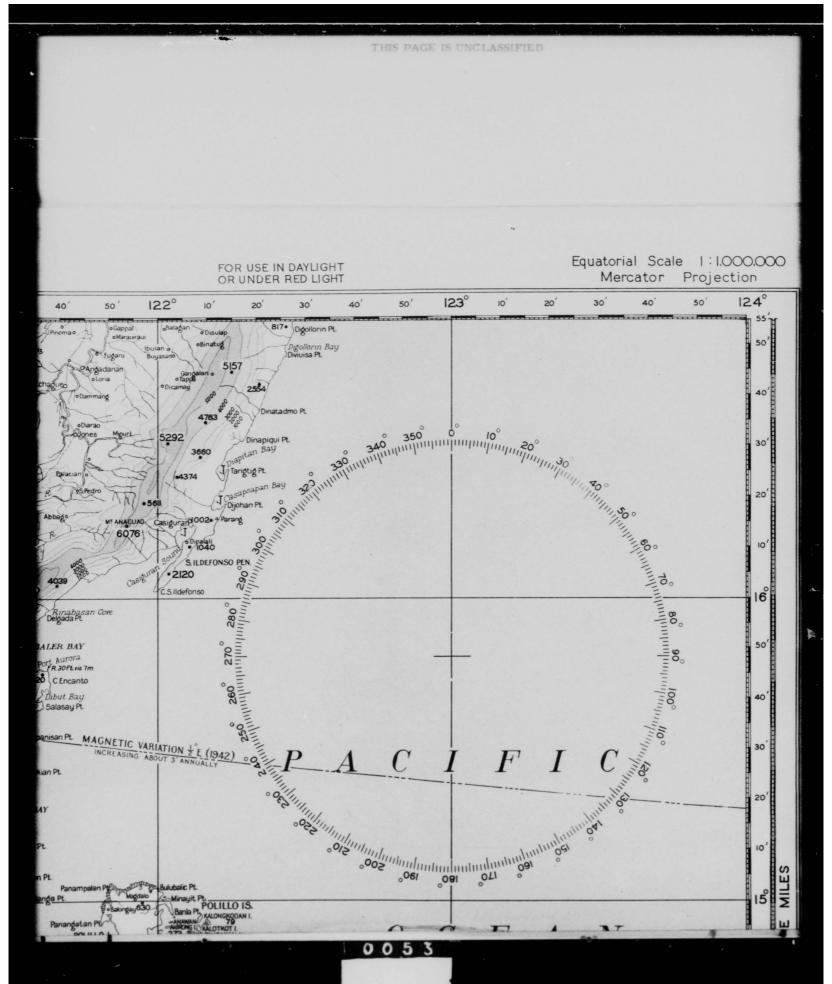




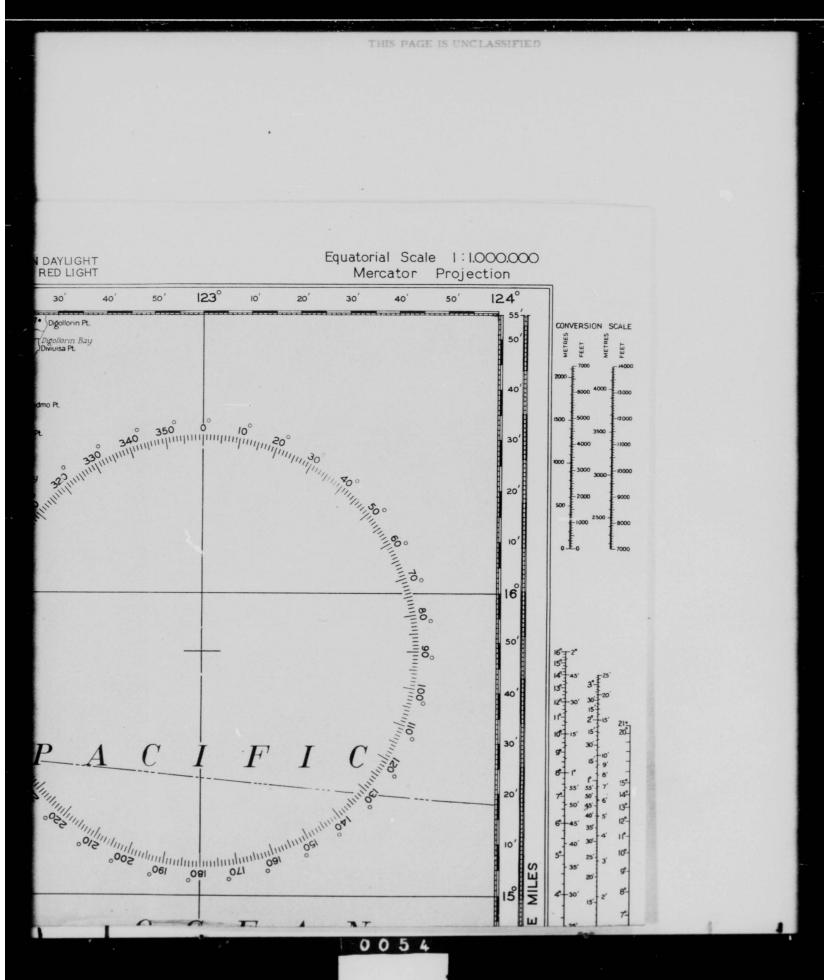
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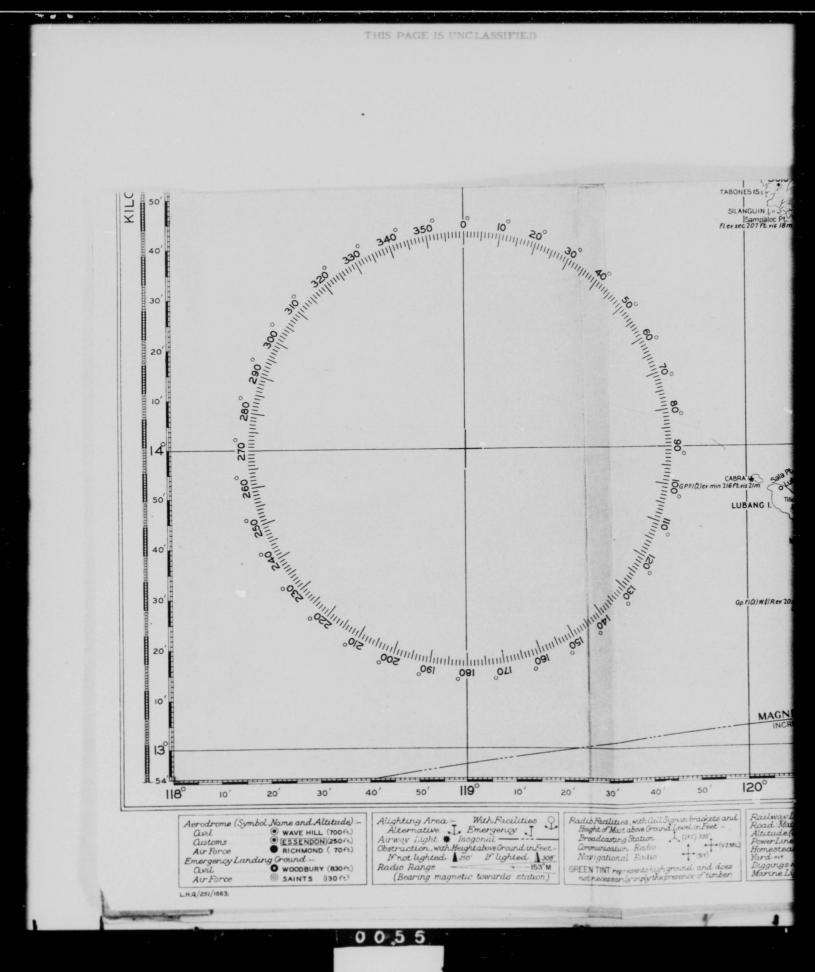
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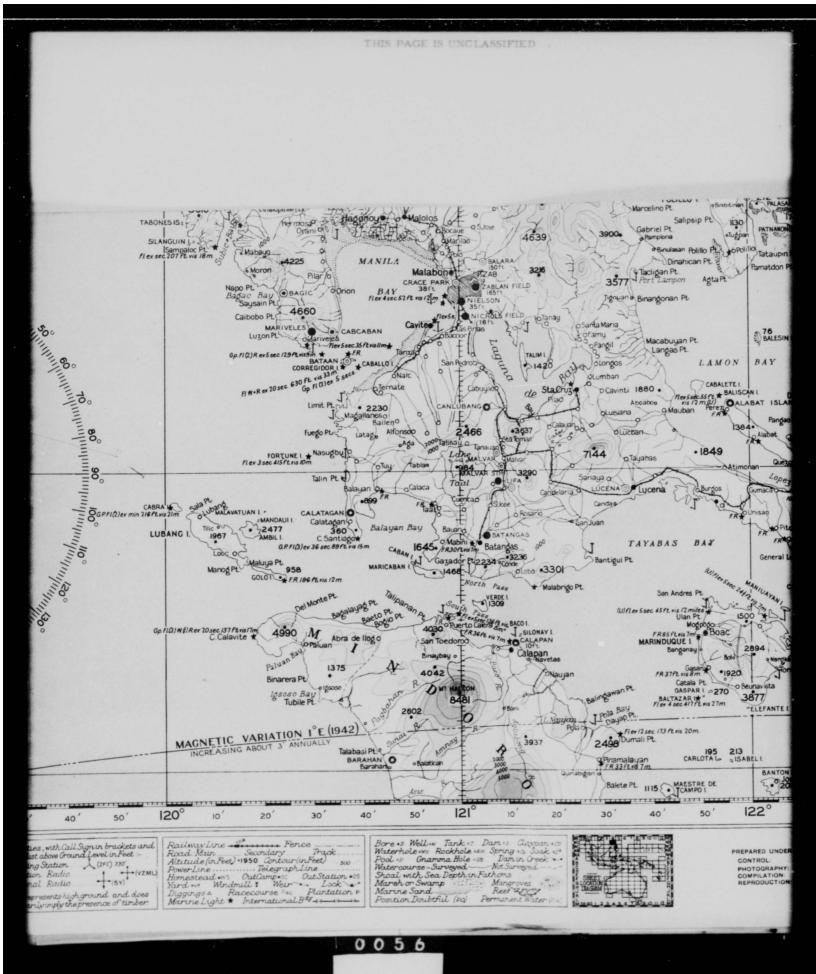
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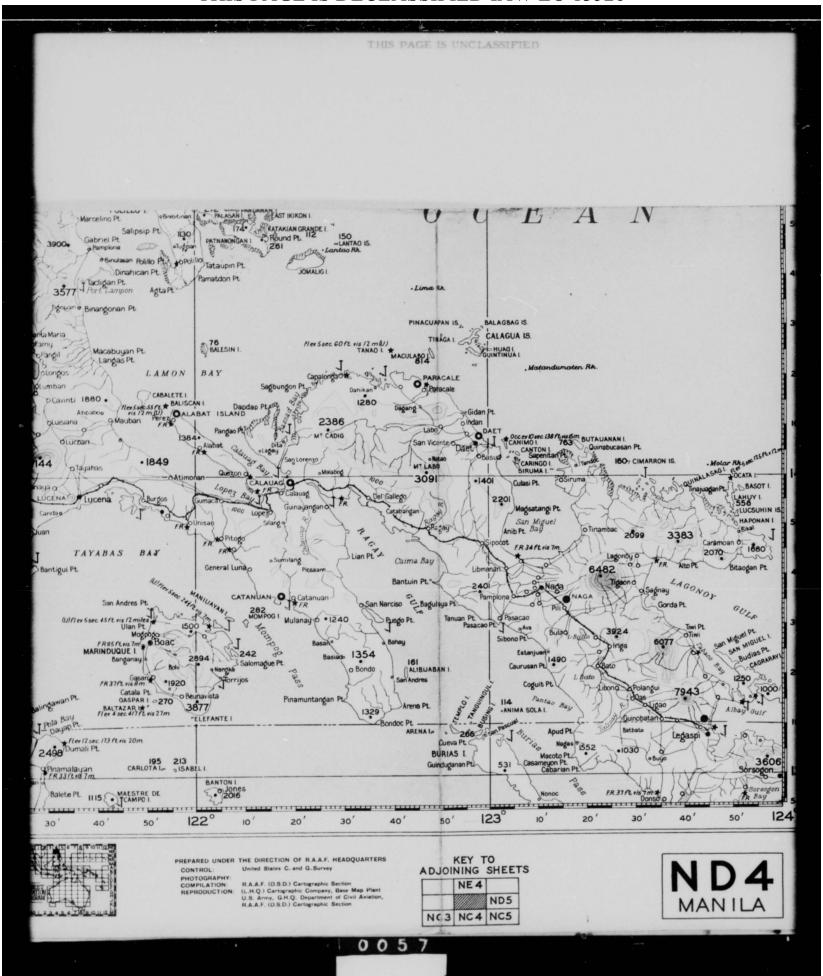
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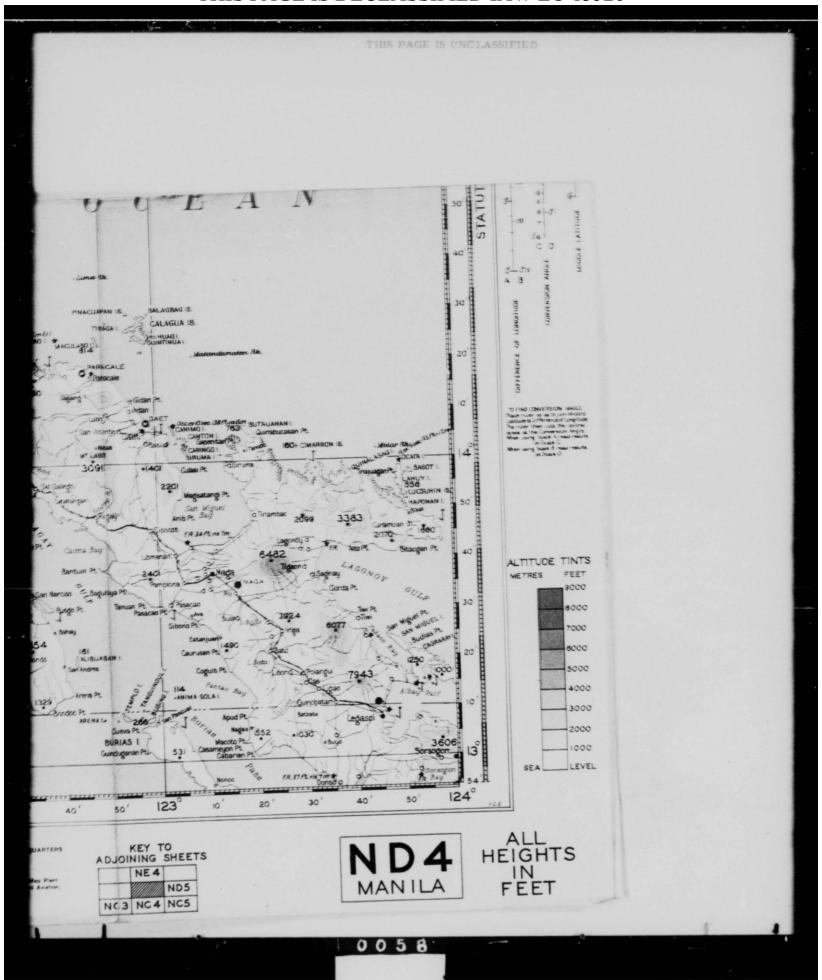


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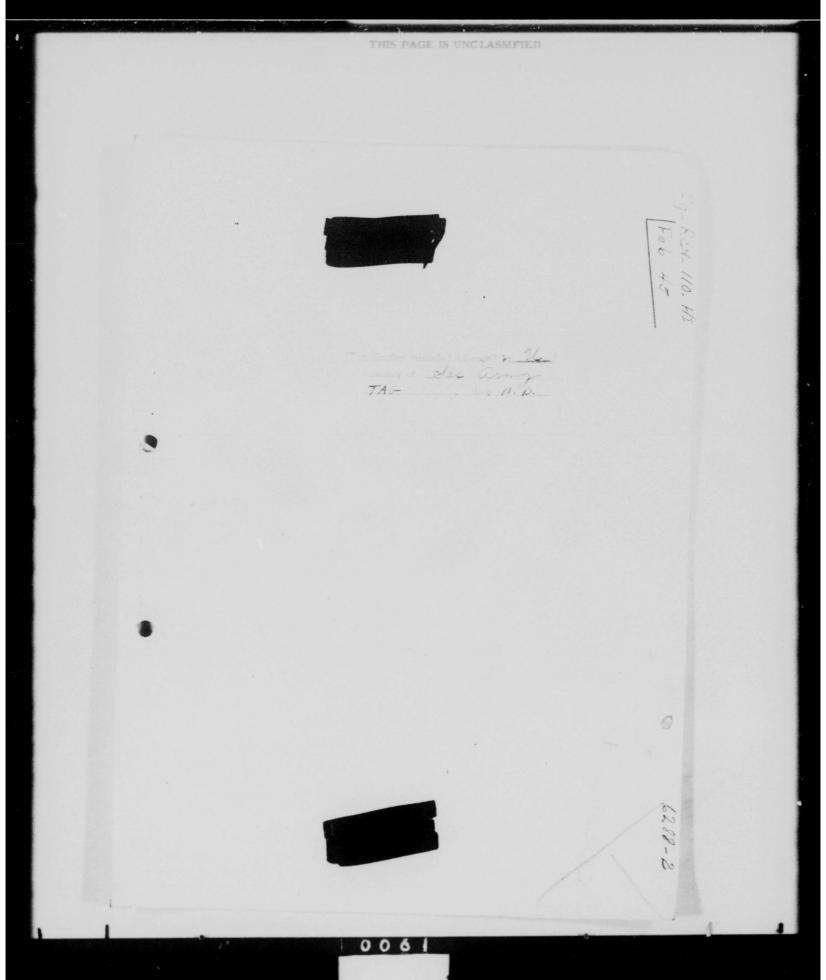


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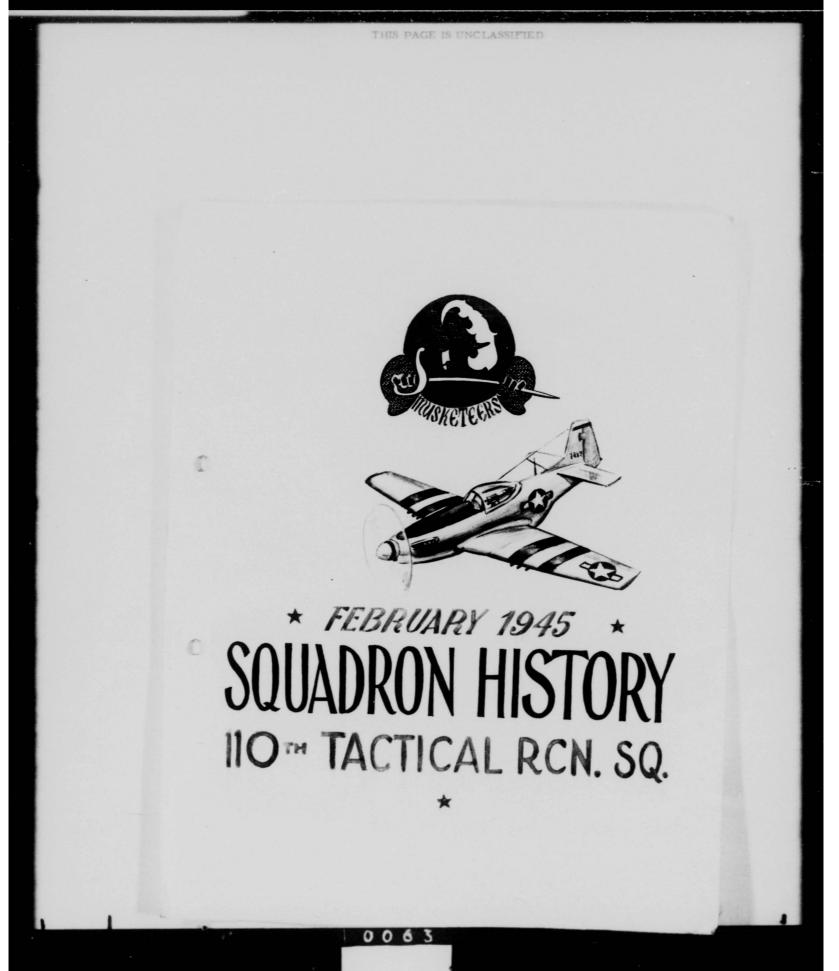


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HEADQUARTELS Auth: 8.35 110TH TACTICAL RECORDATE SQUA RON Init: Bul Date: 3-15-45 DESIGNATION SHEET February History Report. Official designation, including number of unit and echelon in chain of Command. . Classification associated changed to 26 ATR FORCE: Fifth Air Force. by guthon. See by TAG/95A 1/5 date N. COM AND : wInG : 91st Photo Wing Reconnaissance NOUT : 71st Tactical Reconnaissance Group SQUADRON: 110th Tactical Reconnaissance Squadron Has security classification been checked: Yes. Ist Lt., Air Corps, Historical Officer. SECRET



SECHET

HEAD WALTES THO THE TACTICAL RESOLUTIONAL SALES SQUADRON Auth: 8.9.

APO 70 Init: But APO 70

Date: 3-15-45

15 March 1945.

SUBJECT: Transmittal of Unit History.

TO : Commanding General, Army Air Forces, Mashington, D.C.

1. In accordance with AR 345-105, and AAF Regulation No. 20-3, submit herewith the February 1945 Mistory of this organization, which has been inspected and verified by the undersigned.

2. The material submitted was prepared by 1st Lt. Eyron W. Ca pbell U-562671, Air Corps. Facts and observations included in the narrative and not otherwise credited are base on the personal knowledge and opinions of Lt. Campbell.

Rulel V. Auchuleta ROBEL V. AICHULETA, Rajor, Air Corps, Commanding.

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THIS FAGE IS UNCLASSIFIED HEADQUARTERS LIOTH TACTICAL RECORNAISSA CE SQUADRON APO 70 Inventory for February Historical Report 5 Incls: Incl #1 History Incl #2 Summary of activities
Incl #3 Letters of commendation and supporting
statements from other organization.
Incl #4 Publications Incl #5 Photo's -1-

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7-OT TACTICAL TOCK ALS ALCO CROW Init: Much
ALC 70 Date: 3-15-Date: 3-15-43 15 Larch 1945. SUBJECT: Historica Moord and History of the "Oth Tactica Recommaissance Squadron. TO : Commanding Genera, Army Air Forces, ashington D.C. (Thru Channe's) 1. In compliance with AR 345-105, dated 18 November 1929, as amended by changes 1 and 3, dated 22 November 1930 and 9 March 1943, Fifth Air Force Requiation No. 20-8 and Army Air Forces Distorical Officer's Gircular as issued, the fortowing his torical data is substitted for the period of Pebmary thru 28 February 1946. s. No Change. b. No Change. c. Strength. (') Fersonne', Commissioned and Envisted nen. (a) at beginning of period 40 13 020 (b) Net increase during period 6 0 10 (c) Net decrease during period 6 0 10 (d) End of period 70 (e) (2) Air rages (a) At beginning of period. (b) Gains F-51 (c) Lossnes P-//0 P-51 (d) End of period P-40 P-57 76 d. Stations: Luzon, F.I. SECRET -7-

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      lumber of Sorties.
      (1) Recco 292.
      (2) Bombing and strafing
      (a) Tumber of sorties 221
(b) Ton hours flown 82,764.55
(3) Miscellaneous Jorties 58 - 6
      (4) Total Sorties. (47
f. Bombs dropped and ammunition fired.
      (1) Bombs drouped ...
(c) Tons by type.
500 lb demo 58.5
Napalm Bombs 9.2
(2) ammunition expended.
      (a) .50 cal. 152,925
(3) Results.
(a) Destroyed.
                  Destroyed.

1. Surer Charlies - 1

2. Victor Baler - 1

3. Barses - 13

4. Luggers - 1

5. Motor boat - 1

6. Trucks - 16

7. St ff cars - 1

8. Tanks - 1
                   9. Arm dump -
                 10. Cun positions - 6
11. Town - 1
12. Buildings - 2
13. Nips Luts - 3
             (b) Irobably destr yed or damaged.
                   . Sugar Dog - 1
                   2. Barges - 5
3. trucks - 49
4. Staff cars - 5
                   5. Gun positions - 12
6. das dusp - 1
7. Bridge - 1
8. Bui dings - 2
      Enemy attacks on our ground installations.
       (1) Two airplanes damaged by enemy bombing.
              "new air raids were spasmodically during the month.
h. Ground battles . - none .
i. Losses in action. - none.
                                      -2-
              0067
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                            (a) The following samed officers were awarded Air Lodals for operational flight missions and destruction of enemy aircraft.
                                     Archileta, Rubel V.
                                                                                           Lajor
                                     Mc Meill, Jesse L.
Peterson, Mobert L.
Tyens, John T.
                                      Williams, Joe
Evans, Michael
                                     Marman, George A.
Pritts, Joseph L.
Denlinger, Crover L.
Thomas, Joe A.
                                      Monnos, Van
hunt, Wilkins H.
Leonard, Lannd D.
Moyde, Till ins L.
Johnson, Earry
                                      Trips, arma C.
                                     Twies, arron .

Repan, martin J.

Rule, Roy

Prii, Jay

Brattoli, Daniel A.

Dean, George

Opie, Dein G.

Rough, Albert R.

Farmiand, Gonroy
                                                                                                · it.
                                                                                             2d _t.
                              Facerland, Conroy 26 t.

Future, Thomas 2d it.

Haber, Thomas 2d it.

Haber, Thomas 3. F/O

Allov, Lertin J. F.C.

(b) The following named of icer was swarded a Soldiers Ledal

for heroist at Canton Island.
                                       Dean, Goore
                               (c) The following ne od officer and enlicted new were award-
                                       ed lurge learts for nounds sustained fro enemy action.
                                       Thomas, Jose A.
Laminski, Jose & J.
Frezier, Joe S.
                                                                                              sergeant
                                                                                            Pvt. lelass
                      h. Marrative.
The missions and accomplishments of the 180%. The ical decomplishments of rebruary, were as diversified as they had been in the months of December and January Wrough Leyte and Lindoro. However, as the causign in the Philippines was conductly
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diminishine, there was little o portuity for spectacular achievement. In fact, the operator was quite true, as the greater number of missions flown by the squadron were relatively uneventful usual "recces" and cover missions, with only an occasional opportunity for bombing and surafing.

Mission report real: "VR.A. Mission Completed. 3 trucks sighted on Mission 17. I occupied pill box on corner in center of town. 50 fully accimed Miss in trench at edge of town". The consequents information recorded in the various mission reports is of the utmost value in cambling a compaign to proceed satisfactorily with a minimum expenditure of human line and military equipment. But, these reports are neither planorous nor a crity basis for literary effort. They do, he ever, record the history of the lattle of the Philip ince on land, see and sir, and show that this or anization has been engaged in all the varied activities of the campaign.

He noteworthy he remines occurred on missions during the let three days of Pebruary. There were 17 recommends ance missions flown, during wich energy cun positions, personnel, transportation and communications facilities were strated with permission of the LAP pround station controlling the particular area. In most cases has either destroyed or severely demand the objectives. All information of intediate value to ground troops in the area was flashed by redio, to the units someway. Abitional information on energy sumly and troop concentrations, for sive area, permeter lines etc., were forwarded by means of missions during this period, most of them a minst energy artillery and anti sireroft positions. Because of natural concentent and man made emonsflage, the planes were seldom able to see their target and usually bombed areas marked by soo shells directed by round observers. Generally, bombing results were excellent, as all bombs fell in the designated target area, but specific results were seldom observed because of foliage. However on Feb using Ada, near 100FMC (14 deg 45 min - 121 deg 12 min) one 46 k.J. gun and one machine cun were destroyed and approximately 12 of the energy person all maning the guns were killed. Six other 40 k.J., or k/G positions were hit and damaged.

lecause of the excellent work done by the Equadron in locating and boobing targets difficult to distinguish, 6th are leadquarters requested that planes of the 110th act as pathfinders for difficult ground support missions. On A February, our sireraft led Morine 3 Die, and army 8-26's, on four stries near and (14 deg 44 min - 121 deg 11 min) where a large Jen bivo ac, sur 1 and defensive are hed been discovered by this squadron. On the same day four F-40's flew air alert missions for Cullidat, the SAI station of the let Gavalry. Doubing and strafing by these aircraft destroyed 2 - 3 trucks and a tank and probably destroyed 10 - 12 additional trucks. Two 500 pound deno bombs landed amongst 20 tr els with undoubtedly heavy damage, although specific results were unobserved. One plane returned from a mission in the 1411 area with 3 holes from enemy anti aircraft fire.

Pathfinder missions leading F-38's, SBD's and A-20's vere flown on February 7th and 8's. One mission on 6 February with 16 F-38's a ainst camp one and one-half (100 deg 15 mi - 120 deg 32 min) produced unolserved

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results. A second mission with Lightenines on the same day a sinet Jer Charles proceeded to the hills west of Ft. Stotsenburg, produce a constant results. The results of the 12 F-AC's alone were 6 true and one AC's. Sun costition destroyed, 7 - 9 trucks destroyed or damaged, 3 - 4 AC's. Sun positions destroyed or damaged and many hits on personnel the terms and other conjument in area with undetermined damage. One F-38 was shot down by the heavy flak in the area. Again in the afternoon the arisans led a D's and heavy flak in the area. Again in the afternoon the arisans led a D's and heavy flak in the area. Again in the afternoon the arisans led a D's and three AC's at a target in the same, estimated results of the strike listed F-36's to a target in the same, estimated results of the strike listed three AC's. On the 7th the three AC's and IC's against the truck of the four I-AC's. On the 7th the warmands and a - 5th da-2C's against the same target later in the morning and again results were undetermined. Leading a-2C's back to the target in the again results were observed with two trucks definitely destroyed and A - 5th destroyed or damaged. During this strike the flight leader was commended for his splendid action in controlling the a-2C's and preventing possible serious casualties to friendly troops. Also on the afternoon of the the mission the planes bombed and strafed from Cital AC (LO de A5 min - 120 deg 30 min) south to Malli I a A/D, fired the town, probably destroyed a last degree and four staff care. Leading s.D's on a strike near accance (16 deg trucks and four staff care. Leading s.D's on a strike near accance (16 deg trucks and four staff care. Leading s.D's on a strike near accance (16 deg tardinal lead the area, and received a commendation for the excellent job from leadquarters (the arms, and received a commendation for the excellent job from leadquarters (the arms). annihilated the area, and received a commendation for the excel est job from Beschwarters &t. amy.

Twelve markers on 9 February dostroyed almost all of the town of Funcat by bending and strafing and received a confirming report from "I" Corps headcuarters. Hissions from from the 8th through 16th produced few unusual results. Trucks, barges, supplies etc., were sighted, strafed and destroyed or damaged on routine Vals and results of the few bombing missions were, as usual, obscured by foliage and camountage. On 17th February to F-20's led 36 4-20's to a target at NM FARMATO FT. (If dog 35 min - 120 deg 15 min) then picked up 24 B-25's, led them to the same target and the F-40's ended by strafing the area for good measure. Forbing and strafing results were excellent and the target area almost completely destroyed. Two missions on 19 February dropped 15 Hapalm bombs of Jor installations in hills west of Ft. Stotsenburg, producing excellent by cenerally unobserved results. Filots enjoy using this type of both, they believe it is extremely effective and can'e dropped accurately from low a titude and covers a large area. Eight F-40's bombed and strafed can positions here as AMEMO (14 deg area. Eight F-40's bombed and strafed can positions here as AMEMO (14 deg area. Eight F-40's bombed and strafed can positions here as AMEMO (14 deg area. Eight F-40's bombed and strafed can positions here as AMEMO (14 deg area. Eight F-40's bombed and strafed can position and contains and positions. positions.

The rest of the north receo missions precommated, during which on occasional gun position or vehicle was strafed and destroyed, and enemy troops hit ed or wounded. A few regular and napain bo bine missions produced no spectacular results, since many targets were ob cured as in the

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On February 23rd three F 6 K's (F-51 photo version) were received by the squadron. Two days later, after the planes had been completely inspected and reclied, transition training as started. Filots spent their free days obtaining "cockpit time". As each can become femiliar with the plane he was allowed to fly the new type ship. Lany of the newer pilots in the squadron had flown the plane during flying training, and little difficulty as experienced. The equadron was gradually preparing to be fully equipped with the new F 6 1's.

Two pilots returned to the United States because of combat fatigue on the 3rd of February. They were lat Lt. John T. Evans and lat Lt. Raymond D. Leonard. Six new pilots were assisted to the Scuadron during the month. On the 15th of February, lat Lt. Jesse L. Lc Reill, Operations Officer, and lat Lt., Robert L. Feterson, Flight Leader, were proroted to Cartain, 2nd Ltts Surone T. Sheridas, Jr., and Lobert L. Turner, Jr., were promoted to lat Lieutenant on the same order.

During the month to a rial photo missions were flown, but the Photographic section was meding preparation for the arrival of the long provised F 6 K's. Fersonnel were throughly indroctrimed din the maintenance, care and operation of K-22 arrial caleras and also in the processing of the resultant megatives and prints.

In addition, the squadron assisted the 26th Photo accomnais ence Squadron in the processing of much of this units work. Operating two shifts per day for ten days the section produced 12,000 9 X 18 prints. This gave the section a much needed perkout and considerable experience, for out of 10 men, only two had previously worked on prints of this size.

The functions performed by the Squadron's communications section were routine during the month of February. The Signal Section overated the message center, safe hand mail service, teletime traffic, telephone switchboard and cryptographic service. The wire section performed routine maintenance on wire installations. The flight section, including radio and IFF mechanics, performed maintenance on all airborne radio equipment. Routine inspections were conducted by squarron's and higher headquarters' communications inspectors.

During the month of February the 110th added to their list of schievements a musical aggregation, the first and only "Gentet" made up of servicemen in this sector of the Philippines at this time. The "Gentet" under the supervision and direction of Sergent William F. Benkley (Sq S t Major) who organized and rehearsed the men during off duty hours has been christened "MAR MISHELL MS". During the month this Sentet has placed at stage show, radio programs and dences for various organizations in this area.

The musical ag relation is made up of men from organizations in this locale. Set Weakley of the LOth plays the Guitar and is the leader. Set Gus Whorl of the 349th Signal Co. Trapet player, Set Joe Fleckenstein Drummer and Fyt Cmar Fer an Clarinet player also of the 349th, Cpl Raymond Jackman of the Group Readquarters plane player, Set Romey Cox of the 596th

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Signal Co. rounds out the sentet, does the vocals and plays the trambone.

Nach of these enlisted men were professional musicians and two of them, Sgt weakley and Sgt Whorl had donce bands in civilian life, and are very glad to use their off duty hours to give to the person el of the armed forces in this area entertainment and to make possible dances for them. The enthusians which has been shown for their efforts is gratifying to all members of the Se tet.

During the month the Special Service section built a volley ball court, and a basket ball court. Intra tural volley ball causes were or anized between the sections and the Communications section won the prize of beer and cigarettes. Lovies were presented three nights a week in the new movies under the stars.

Thus enith the month of Feb vary for the 110th Tactical Leconnaissance Squadron.

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HE ADQUARTERS 110TH TACTICAL RECOMMANDS ANCE SQUADRON 71ST TACTICAL RECORNAIS ANCE GROUP 70 APO

Init: Gul Date: 3-15-45

12 February 1945.

Summary of activities for the period 1 February - 10 February 1945.

- A. Surface wessel and submarine sightings:
  - (1) Three probable SUGAR DOGS and one SUGAR CHARLED near MASIMLOC (15 deg 32 min - 119 deg 58 min) 2 Feb

  - (1) deg 32 min 117 deg 36 min) 2 Feb (2) Twenty thirty barges transporting supplies up river fro Mana Dall (14 deg 44 min 121 deg 11 min) 4 Feb (3) Twenty-five barges in harbor at Sal Formation 5 Feb (4) One Stant DOG near Falati Island (18 deg 33 min 122 deg 07 min) 8 Feb (5) One For Tab Bar a end flotte Dall R near 11 dec 24 min 121 deg 7 min) 8 Feb
- B. Surface vessels and submarine destroyed: Nil.
- C. Eurface vessels and submarines da aged:
  - (1) One StGAR DOG destroyed or damaged by strafing near label Itland (18 deg 33 min - 122 deg 07 min) 8 Feb
- D. Barges destroyed: Nil
- L. Barges damaged:
  - (1) Five barges strafed, hit and damaged at SAN MERHADO 5 Feb
- F. Enemy aircraft destroyed in air: Wil
- G. Enemy aircraft destroyed on ground: Wil
- h. Enemy aircraft damaged in air: Wil
- I. Enemy aircraft damaged on ground: Wil
- J. Ground installations destro ed:
  - (2) Destroyed truck by strafing at town of LATTED (25 deg 31 min 121 deg 20 min) 2 Feb
  - (2) Strafed and destroyed truck 5 miles n of anilii (15 deg 4 min 121 deg 15 min E) 2 Feb
  - (1) Two trucks destroyed by strafing at SAN JOSE (15 deg 47 min 121 deg 00 min) reb
  - (4) Two trucks, one staff car and one probable tank destroyed by bombing nd strafing near Walla (14 deg 44 min - 121 deg 11 min) & Feb

-1-SECABI

#### SECRET

(5) One small armo dump destroyed by strafing at WANA 4 Feb

(6) One truck and one tank destroyed by strafing at RCG ALDC (15 deg 50 min - 121 deg 03 min) 5 Feb

(7) Six trucks and one 40 k.M. gun resition destroyed by bombing and strafing in strike on Mills West of FT. STOT HERG 6 Feb

(8) Three trucks destroyed by strafing near LC. Tallica (12 des 45 min -121 de 08 min) 4 Feb

(9) Two L/G positions destroyed by strafing near TLGUNGAR.O (17 deg

37 min - 120 deg 28 min) 9 Feb (10) Destroyed town of FUNCAN (15 deg 55 min N - 120 deg 59 min N) 9 Feb by bombing and strafing.

### 1. Ground installations damaged:

- (1) Staff car damaged by straffing near SA.Ta F. (20 deg 10 min 120 deg 55 min) 1 Feb
- (2) One truck damaged by strafing at T.DI.G (150 deg 11 min 120 deg 38 min) 3 Feb
- (3) Two trucks da aged by strefing near Jan JOOT (15 deg 47 min 121 deg 00 min) > Feb
- (4) Ten trucks demaged by strafing near ANA (14) deg 44 min 121 deg 11 min) 4 Feb
- (5) Ten fifteen trucks probably destroyed or damaged by direct bomb hit at WAMA (14 deg 44 min - 121 deg 11 min) 4 Feb
- (6) Seven trucks probably destreyed or badly damaged by bombing and strafing in Rills W of FT. STONE BLAG. Two three 40 H.A. gun positions estroyed or damaged by strafing 6 reb
- (7) Three 40 i.M. gum positions destroyed or damaged by strafing near ICO DA (14 deg 53 min 121 deg 06 min) 6 feb (8) Fifteen thirty trucks destroyed or damaged by bombing and strafing est of .T. STONERIBLEG 7 Feb
- (9) Four truck, four staff cars and probable was dump destroyed or damaged by bombing and strafing near MO.Talko. (14 deg 45 min 121 deg 08 min)
- L. Estimated number of enemy troops killed: Unknown.
- M. Cur planes lost to energy actions:
  - (1) PAON30 44-7692 demaged by A.A. from Mailla and destroyed in crash landing at Mangaldon crash strip. 5 Feb, Pilot, Lt. Twiggs
- W. Our planes seriously damaged by enemy actions:
  - (1) One aircraft holed 35 times by 4/G and 5/4 fire 4 Feb (2) One aircraft holed by flak from LASILA ACLA 5 Feb
- C. Cur personnel killed or missing in action: wil.
- F. Cur personnel wounded: Nil.

-2-

THIS PAGE IS UNCLASSIFIED Q. Interception: Mil. R. Bombs drouped: 11.5 tons 500 lb. demo's.
3.5 tons Napalm
Total 15 tons S. A munition expended: 81,825 X .50 cal. T. Number of combat missions flown: 65. U. Number of combat sorties flown: 24 . V. Combat time: 503:00 W. Total flying time (CM,CZ and SMFA): 503:00 SECRET

HEADQUARTERS 110TH TACTICAL ECONNAL SANCE SQUARED 715T T.CTICAL IDCOMNAISS ANCE CHOUP AI C 70

anth: C.G. Date: 3-15-45

22 February 19 5.

Summary of activities for the period 11 February - 20 February 1945.

- A. Surface vessel and submarine sightings:
  - (1) One SUGAR DOG off shore at North shore of LaGUMA LE DAY (14 deg 32 min N 121 deg 07 min E) 12 Feb
  - (2) Eight barges sighted o beach at Salo aGID hardon 13 Feb.
  - (3) Three barges sighted in Marbor at DALAGAN (14 deg 29 min N 121 deg 43 min E) 12 Peb

    (4) Unidentified freighter sighted at LAN FARMANDO HARRON 12 Feb

    (5) Unidentified motor boat sighted at LANDON (14 deg 12 min N 121 deg

  - 43 min B) 12 Feb

    (6) Two or three barges, two boats sighted at SAN DIRGO (14 deg 25 min N 121 deg 20 min B) 15 Feb

    (7) One SUCAR CHARLES sighted at LANILA BAY (76 deg 8 min 66 deg 8 min)
  - 16 Feb
  - (8) One unidentified boat sighted in MarILA rate On 19 Feb
  - (9) One sailboat sighted at Man OYA (14 deg M 121 deg 20 min B) 20 Feb
- B. Surface vessels and submarines destroyed:
  - (1) One motor boat strafed MANILA BAY A Ba and sunk 14 Feb
- C. surface b ssels and submarines damaged: Nil
- D. Barges destroyed:

  - (1) One VICTOR BANER destroyed by strafing in MANILA HALLOR 15 Feb (2) One barge destroyed by strafing in MANILA HALLOR 15 Feb (3) Two three boats or barges destroyed by strafing at MANILA HALLOR 15 Feb
  - (4) Four type "H" barges destroyed by strafing at MANILA MAJOR 15 Feb (5) One lugger destroyed by strafing at MANILA HAJOR 15 Feb

  - (6) Six Mamp Type landing barges destroyed by strafing at SAIC AGUE HANDOL 13 Feb
- E. Barges damaged: Nil
- F. Enemy aircraft destroyed in air: wil
- G. Enemy aircraft damaged in air: Nil
- h. Bnemy aircraft destroyed on ground: Wil
- 1. Enemy aircraft damaged on ground: Wil

- J. Ground installations destroyed:

  - (1) One building destroyed by bombing at SalTIAGO 11 Feb (2) One 20 h... and one 50 cal gun positions destroyed by strafing 1000 yards E of TUGBUGARAO A/D 12 Feb
  - (3) One truck destroyed by strafing near bridge N of SULVAG (17 dog 32 min N 120 dog 33 min E) 11 Feb
  - (4) One truck destroyed by strafing 3000 yards below FUTTA. BRIDGE 14 Feb.
- K. Ground installations damaged:
  - (1) Wine field artillery pieces dataged by strafing near BCNCD (16 deg 35 min H 120 deg 48 min H) 13 Peb
     (2) Damaged Putlan Bridge (16 deg 05 min H 120 deg 55 min E) by dive
  - bombing. 13 Feb
- L. Estimated number of enemy troops killed or wounded: Unknown.
- M. Cur planes lost to enemy action: Wil
- N. Cur planes seriously damaged by enemy action:
  - (1) One aircraft holed by A/A fire from Lilitary Hospital South of LASIG
  - (2) Two aircraft damaged by bombs from enemy aircraft 20 Feb
- C. Cur personnel killed or missing in action: Wil
- F. Our personnel wounded: wil
- Q. Interception: Nil
- Bombs dropped by types: 34 tons 500 lb. demo's. 3.5 tons Napalm
- 3. Ammunition expended: 46,800 % .50 csl.
- T. Number of combat missions flown: 66
- U. Number of combat sorties flown: 204
- V. Combat time: 403:30
- W. Total flying time: (CM, CZ and SWFA): 410:20

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-2=

THIS DACE IS HNOT ASSISTED

110WH TACTICAL MUSCHMARSCANCE SQUADMON 715T TACTICAL MUSCHMARSCANCE GROUP APO 70 auth: 6 6 Init: 346 Date: 3-75-75

2 March 1945

Summary No. 6. Summary of activities for the period 21 February - 28 February 1945.

- A. Surface vessel and submarine sightings:
  - (1) Three four luggers sighted in harbor at SAN IC.EMEC (15 deg 29 min N 119 deg 58 min E) 22 Feb
  - (2) Eleven barges sighted along cape of CAMDONA (14 deg 39 min N 121 deg 15 kin E) 22 Feb
  - (3) Four barges sighted near bridge at MAYTADANG (14 deg 18 min N 121 deg 26 min E) 23 Feb
  - (A) Three barges sighted one mile up FACSANJA. RIVER 23 Feb
  - (5) Twenty-six barges (Buffalo Type) sighted heading NW in Ladona DS bar on a line approx running from ICS BARCS (14 deg 11 min N - 121 deg 14 min E) to LaNILA ARDA 24 Feb
- B. Surface vessels and submarines destroyed: Nil.
- C. Surface vessels and submarines damaged: Nil.
- D. Barges destroyed: Nil
- E. Barges damaged: Nil
- F. Enemy aircraft destroyed in air: Nil
- G. Enemy aircraft destrayed on ground: Nil
- H. Enemy sircraft damaged in sir: Wil
- I. Enemy aircraft damaged on ground: Nil
- J. Ground installations destr yed:
  - (1) Gun position destroyed by dive bombing SE of SAN MAT 0 (14 deg 42 min N 121 deg 05 min E) 21 Feb
  - (2) One Mipa type but destroyed by bombing west of FT S. CASEABURG 22 Feb
  - (3) One building destroyed by bombing at LABLON F.R.N (18 deg 20 min N 120 deg 26 min E) 26 Feb
  - (4) Two Mips huts destroyed by strafing at MAGUIIIIA 26 Feb
- K. Ground installations damaged:
  - (1) Two buildings damaged at MaGULILIAN by strafing 26 Feb.

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- L. Estimated number of enemy troops killed or wounded: unknown
- M. Airplanes lost to enemy action: Wil
- N. Our planes seriously damaged by enemy actions:
  - (1) One mircraft holed by A/A fire at A/D east of FAGGAL (10 deg 37 min m 121 deg 41 min E) 22 Feb
- O. Our personnel killed or missing in action: Nil
- P. Our personnel wounded: Mil
- Q. Interception: Nil
- R. Bombs dropped by types:
  - 13 tons (1) Bomb, demo, 500 lb. (2) Bomb, Mapalm 75 gals
- S. Armo ex ended by type:
  - (1) Cartridge cal. 50, al, 1, & 1, 24,300 rounds.
- T. Number of combat missions flown: 61
- U. Number of combat sorties flown: 192
- V. Combat time: 391:55
- W. Total flying time: 414:25

SECRET

-2-

THIS DACE IS HACT ASSISTED

SECRET

GLO V ALS Msg Nr 0717

308th for your information.

From W XIV Corps

To GG Sixth army

hecults of airstrike on 6 Feb re orted by 40th Div PD hill r 29 was bombed and strafed by F-40s with good effect. The road to the south and rest of hill 29 was bombed and strafed and fires started. In a draw on the rest side of hill 29 possible surple dame, jun positions, and a group of trucks were bombed and strafed. Five trucks were definitely destroyed, and ten more probably desaged and several large fires were started. In this area also, were several canoniflaged jun positions. These were bombed and strafed. Results could not be observed because of canoniflage, smoke and dust.

Some Japs were observed vicinity of the trucks and in the draw west of hill 29 and were strafed by F-38's, also the river valley land to the south and west from this area. Results an arently good. As fire was received moderate to be v. One F-38 shot down.

TOS 071305

Result of strie of 12 P-40's 6 Feb 1945.

A THUE COPY:

EXACH W. CALPRELL,

Ast Lt., Air Cor s.

SECRET

SECRET

FROM: A-2 308TH BOMB WING TO: CO 71ST TAC RECOUN GP ATTN S-2

THE FOLLOWING LETTER OF APPRECIATION RECEIVED FROM COLONEL R. W. VOLCHMAN, GENERAL HEADQUARTERS WASFIP NORTH LUZON QUOTE: I WISH TO TAKE THIS OPPORTUNITY TO EXPRESS MY SINCERE APPRECIATION FOR THE SPLENDID SUPPORT AND COOPERATION GIVEN BY YOUR OFFICERS AND MEN IN SUFFORT OF THE OPERATIONS OF THIS COMMAND AGAINST THE JAPANESE IN THE SAN FERNANDO LA UNION AREA. WITHOUT THE SUPPORT AND COOPERATION OF THE MEN AND PLANES UNDER YOUR COMMAND IT WOULD HAVE BEEN EXPOSSIBLE OR AT LEAST VERY COSTLY TO HAVE ACCOMPLISHED OUR MISSION OF DEIVING OUT THE EMENY FROM HIS WELL MITSEUCKED POSITION.

Byene W. Campbell

1st Lt., Air Corps.

SECRET

SECRET

Wich Crain Challe, 9 F.B., 1945

1. Mission Nr. 9-1, 25th Div area, Bo b and strafe Puncas 1305-1400.

12 Peters bombing on target, Ground reports several secondary
expessions and fires resulted from bombing. Strafing started
large gasoline fires burning 3/4 of town. Planes sufficient.
This we out covers Mission Nr. 722, 11 th Recon S., 12 Peters

a Taur COLY:

BERON W. CALPERL,

1st Lt., Air Corps.

SECRET

SECRET

TAND VALATION OF COLUMNS AND COLUMNS AFOR TO

9 February 1945.

SUBJECT: Results of Mission.

TO : Commanding Officer, 120th factical Ren Se, JC 70.

1. The following message received from Headquarters, Sixth army, is quoted for your information:

"Advise that mission performed by 110th Tactical Recommaissance by 7 Feb. 1745, orthand Mast of Rosario reduced excellent results. The Japanese sustained m jor casualties, and many were seen hurriedly fleeing from this area. This resulted in 1.5. Troops moving into this area wirtually unoposed. In addition to the heavy ensualties custained by the enemy, two gum positions were destroyed, and an assumition supply dump was completely demolished".

2. There e cellent results not only reflect credit won the 110th but reflect credit upon the Service and the 71st Tactical Reconnaissance Group. Congratulations are extended from this Readouarters for the e-cellent way in which missions are performed by the 110th.

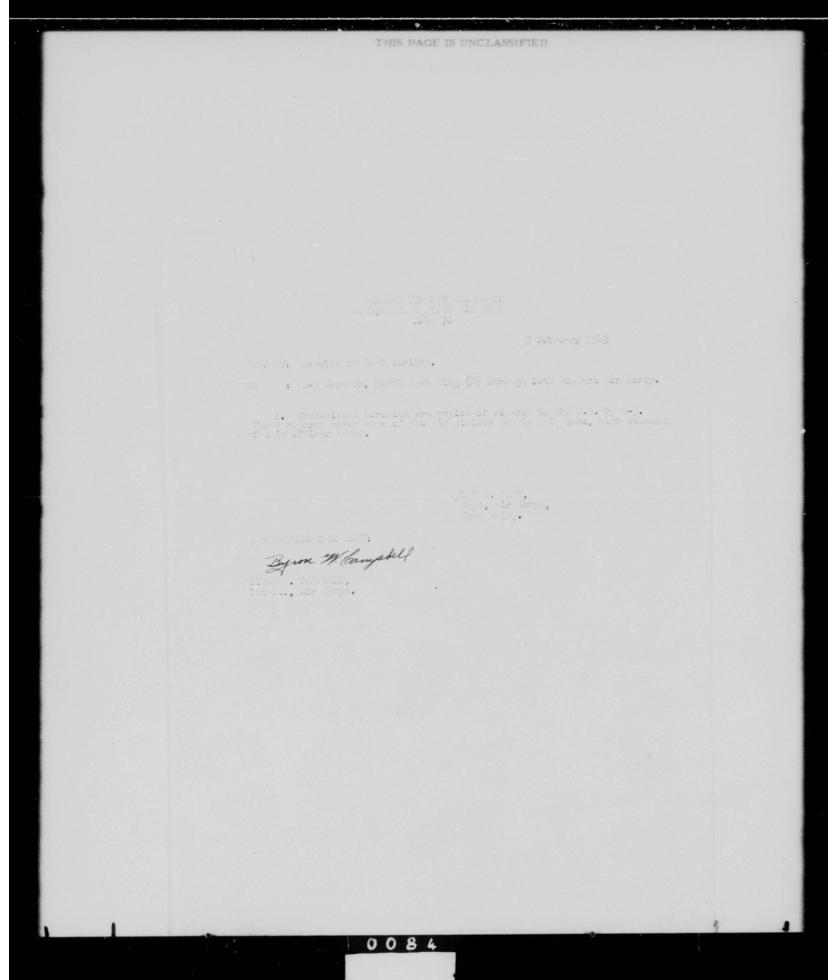
e/t Fam C. TO FC.

Refers to mission No. 703 of 8 Neb - 2 T-40's

Befron W. Campbell

1st Lt., Air Corps.

SECRET



TO: CG 40th Inf Div. IN: 071830 Feb 45. FROM: Air Ln Officer.

Following is a report of results obtained from ground observers, A Ln 0's and flight leaders of the three air strikes conducted in this zone today:

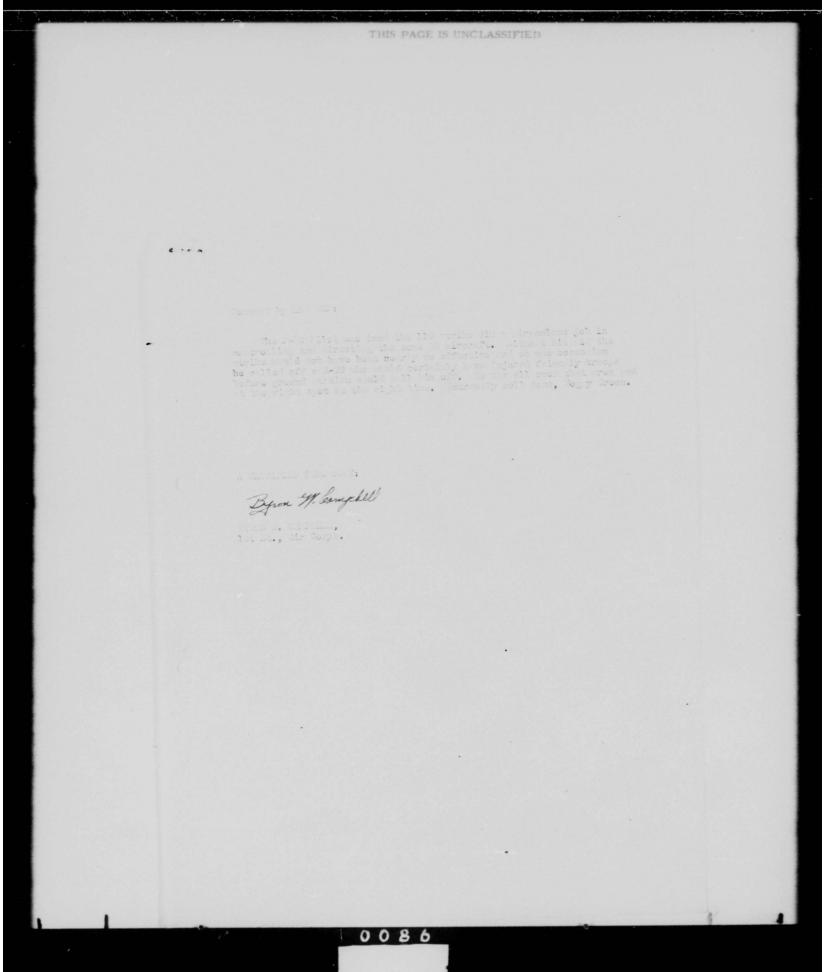
At 0815, 4 P-40's and 72 SBD's arrived on station. After necessary coordination between ground and air, bombing and strafing started. Targ were marked with white smoke in the valley W of our panel line at (25.5-39.2), trucks were located in this area, and many of them were left burning after the bombing and strafing. Dug-in positions were located at (20.5-39.8). These were hit with bombs on target. Results on this target were unobserved as targets were well dug-in and camouflaged, and smoke obscured their view. Flight leaders reported Nips dug-in along all the ridges in the area. These were strafed but pilots were unable to determine the the area. These were strafed but pilots were unable to determine the extent of damage to personnel. Many fires were started all through the area attached. A total of approximately 35 tons of bombs were dropped on this raid and all planes expended their ammunition.

At 1100 2 P-40's and 24 A-20's reported on station. After coordination, are the following results were reported: Air

At 1100 2 P-10's and 24 A-20's reported on station. After coordination bombing and strafing started and the following results were reported: Air In 0 in observation reports targets in area (19.5-40.4) were marked with smoke and bombs were effectively dropped in this area. This target, was a known possible bivouac area. Large fires were started in the area around (17.5-45.5.). Enemy caves, their supply dumps in the draw in front of the 160th Inf sector, were strafed and some fires were started. In the area generally around (17.5-45.5) planes were directed on targets which appeared to be bivouac areas. trucks and tractors. These were bombed and strafed generally around (17.5-45.57) planes were directed on targets which appeared to be bivouac areas, trucks and tractors. These were bombed and strafed with appearently good results. An Air Ln 0 in observation reports the area generally around (22.6-35.7) was hit with apparently good results. Black snoke was rising from that area after the strike. Hits were also made on gun positions at (22.7-36.1), but some enemy troops with automatic weapons were visible after the strike. Report from another Air Ln 0 in observation indicated these terracts to be hit or next strike. indicated these targets to be hit on next strike. Results reported by flight leaders: Bombing and strafing runs were made on targets in ravines vic (20.5-39.8) and (20.5-41.1) where there were large concentrations of trucks, amored cars, tanks and bulldozers with personnel near them. These sustained considerable damage, exact numbers unobtainable. In area arour sustained considerable damage, exact numbers unobtainable. In area arour (22-35 - 22-36) which were marked with white smoke by 108th Inf, bombed and strafed personnel and supply dumps and several fires resulted. This flight dropped 64 Napalm bombs (exact type and capacity of bombs as yet flight dropped 64 Napalm bombs (exact type and capacity of bombs as yet In area around unknown to us) in the ravine in the W end of the target area and started fires which are still burning at the time of this report.

At 1620 a new strike consisting of 2 P-10's and p A-20's with Napalm bombs reported on the station. The planes in this group were directed to targets marked by smoke by the 108th Inf in the area generally around (22-35). Bombs all dropped into area covered by smoke. One large column of smoke was observed after the strike indicated that some type of supplies make the strike was conducted the or installations was bombed. At the time this strike was conducted the entire area was clouded over by smoke and results of bombing were very difficult to observe. During the final strafing runs on this target one plane strafed a little short of his target and three men in the 108th Inf

Throughout the day a total of 113 aircraft struck this target with an estimated bomb load of 60 tons, 75 Napalm bombs and full ammunition expended by all aircraft. The number of fires started in the area in known supply areas, the number of trucks and other type vehicles damaged and burned and the reports of ground observer seeing bombs light directly on marked targets leads me to believe that considerable damage to enemy installations and possibly personnel was accomplished by these three raids.



8 February 1945

1405

Air In 0

CG, LOth Inf Div

The following information regarding the results of the air strikes in the SNAKE HILLS area on 6 and 7 Feb is extracted from information obtained by Capt Stevenson, G-2 Section, from seven civilian forced laborers from that area:

The bombing and strafing on the first day (6 Feb) caused heavy casualties among Jap forces. In the small area that these civilians casualties among Jap forces. In the small area that these civilians were able to observe they reported seeing approximately 50 Jap dead, which may have been a result of the raid. Much damage was done to supply installations and gun positions, many of them left burning and several gun positions knocked out. They indicated that in their opinion more damage was done by strafing than by bombing. Also that the raids caused much confusion among the Japs, scattering their personnel to shelters away from the high ground.

At the time of the second raid (7 Feb) these civilians were on their way out of the hills and at the nearest point were approximately 1000 yards from any of the bombing or strafing. They indicated that much of the bombing and strafing fell into areas containing supplies and other types of installations and that many fires were caused throughout the whole area. They stated that most of these fires were supplies of various types. They also indicated that following these raids the Japs were burning their dead.

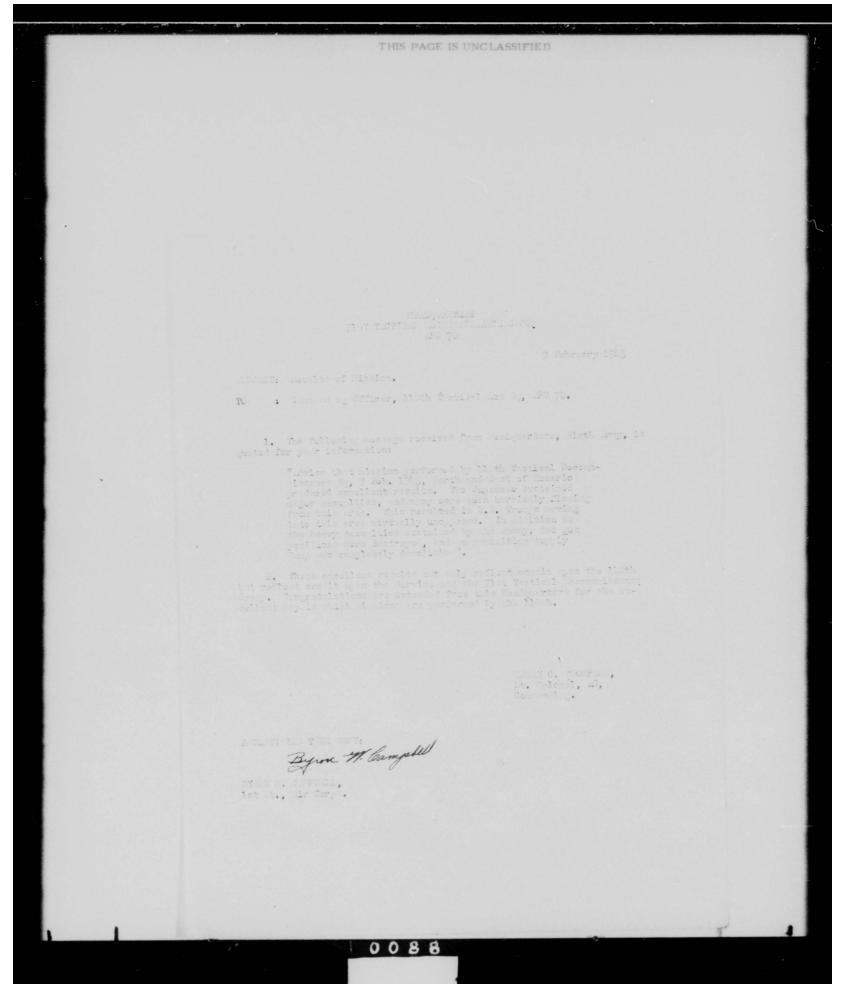
burning their dead.

While it has been our experience that civilian reports involving numbers are prone to be exaggerated, this report seems to give fairly conclusive evidence that many supplies were destroyed, considerable casualties inflicted, and much confusion resulted from the four raids.

Dist: Corps/CS/G2/DA/3 Regts.

A CERTIFIED TRUE COPY: Byrow M. Campelell

BYRON W. CAMPBELL, 1st Lt., Air Corps



HEADQUARTERS FIFTH AIR FURCE APO 710

15 February 1945.

AG 201.22

SUBJECT: Commendation.

TO : All Fifth Air Force Unit Commanders.

1. The following message from the Commanding General Army Air Force and forwarded to this headquarters by the Commanding General Far East Air Forces is quoted for your information.

QUOTE THE ROLE THAT YOU AND YOUR MEN PLAYED IN THE CAMPAIGNS THAT LED TO THE CAPTURE OF MANILA FILLS US WITH GREAT AND JUSTIFIABLE PRIDE PD THERE IS NO DOUBT IN MY MIND THAT THIS ROLE MAY WITHOUT EXAGGERATION OR EVEN PARDONABLE PREJUDICE BE CALLED DECISIVE PD YOU CAME THROUGH WHEN THE CHIPS WERE DOWN AND WE ALL KNOW THAT YOU ARE GOING TO KEEP RIGHT ON COMING THROUGH PD ARNOLD UNQUOTE

2. The Commanding General desires to add his personal commendation and appreciation to all ranks for thier splendid cooperation and fine performance against the enemy.

s/t/ O C VAN HOESEN Lt Col, AGD Adj Gen

C-34

200.6 1st Ind HEADQUARTERS, 91ST PHOTO WING (RCN), APO 710, 28 February 1945.

TO: All units this command.

It is with pleasure that I forward this splendid commendation. I wish to add my personal commendation to each member of this command for your outstanding performance during these campaigns.

s/t/ W.C. SAMS, Colonel, AC, Commanding.

A TRUE COPY: Byrne II Vas

BYRON W. CAPBELL, 1st Lt., Air Corps.

HEADQUARTERS SIXTH ARMY

Office of the Assistant Chief of Staff, G-2

APO 1/1/2

25 February 1945

SUBJECT: Commendation.

TO : Colonel D. W. Hutchinson
Commanding Officer, 308th Bomb Wing,
APO 70.

1. This note is to express appreciation for the excellent recommaissance reports we have received in response to our standing visual recommaissance requests. The consistent execution of the missions, the high percentage of missions completed and the carefully detailed reports submitted are highly gratifying to this office and should surely be a source of pride to the 82nd and 110th Recommaissance Squadrons.

2. The value of such reconnaissance to us is immeasureable. Each report is carefully scrutinized so that the last bit of information on the enemy situation so necessary to analysis of enemy operations may be gleaned from it. Compared with other sources of information, that of air visual reconnaissance has a high degree of credence. Its importance cannot be overemphasized.

s/t H.V.WHITE, Colonel, G.S.C., AC of S, G-2.

1st Ind.

DWH/hl

HEADQUARTERS, 308th BOMBARDMENT WING (H), APO 70, 27 February 1945.

TO: Commanding Officer, 71st Recco Group, APO 70.

1. It is with pleasure that I receive the above commendation. The recco boys are like guards on a football team. It is only when their work is outstanding that their names reach the headlines. This is an important job well done.

s/t D.W.HUTCHINSON, Colonel, Air Corpe, Commanding.

THIS PAGE IS UNCLASSIFIED

2nd Ind.

HCT/EJS

HEADQUARTERS, 71st TACTICAL RECONNAISSANCE GROUP, APO 70, 28 February 1945.

TO: Commanding Officer, 82nd Tactical Reconnaissance Squadron, APO 70. Commanding Officer, 110th Tactical Reconnaissance Squadron, APO 70.

It is a very great pleasure for me to forward this expression of appreciation for a job well done.

s/t HENRY C. THOMPSON, Lt. Colonel, AC, Commanding.

CERTIFIED A TRUE COPY:

Byron W. CAMPBELL, 18t Lt., Air Corps. GENERAL HEADQUARTERS USAFIP NORTH LUZON RADIOGRAM

Rec'd: Date 27 February 1945
External Indicator: GNL V MUS NR 5/26 -0- CK 60 WALSH
Internal Indicator: Unnumbered

LUCBAN, ABULUG, FEB 26: INCOMPLETE REPORT RECEIVED STATES LUCBAN GARRISON COMPLETELY DEMOLISHED. OF 13 SURVIVORS, 7 WERE KILLED BY OUR MEN, 6 ARE IN BRUSH. ARMS AND EQUIPMENT CAPTURED. EXACT NUMBER CASUALTIES NOT YET ASCERTAINED. DETAILS FOLLOW.

Referred to: G-2 (4) Copy furnished:
Copies : G-3 CG, Sixth Army (Attn: Spl. Intell Sect)
C of S CO, 308th B. W. (Attn: Col. Dean)

A CERTIFIED TRUE COPY:

Byron W. Campbell, 1st Lt., Air Corps



Vol. 1 No. 2

25 Feb. 1945

Edited by 71st Gp. I&E Section

FILIPINO ARTIST



(L.toR. Major Hellman, Lt. Col. Smiley, Capt. Callo.)

he smiling countenances of the above Officers were snapped just after they had learned of their promotions. As a matter of fact Lt. Col. Smiley had just stepped out of a plane on his return from Sydney, when we asked him to pose along side Major Hellman and Capt. Gallo.



Major Willard Gilbert (the shortest Major) holds the distinction of being the only Officer in the 71st Gp. HQ's who has graduated from West Point. He has 204 combat hours and holds the Air Medal & Purple Heart each with Oak Leaf Cluster

Andres Austria who has delighted Officers and men by his artistry of portrait painting (see cut below) was born in Luzon 35 years ago. He was formerly employed as a first class clerk in the Pomponga Sugar Mills. His hobby of portrait and landscape painting was profitable as well as enjoyable; his offerings very often commandeering excellent prices.

The portrait of film actress, Dorothy Lamour which he is just starting as the photo was snapped is an outstanding example of his skill accomplished under adverse circumstances. If the old axiom of a good start holds true all personnel of Cp. HQ's will have ample reason to be proud of the finished product.



Artist Andres Austria at work.

Page 2

25 February 1945

The GROUP SNOOP

Staff of 'Group Snoop'

Editor .... Cpl. Cy Tompkins Artist .... Cpl. Robert Walters Reporters.. Lt. Castagna, Sgt. Cahill, Cpl. Tompkins, Lt. Sharpe, and Lt. Ross Advisor ... Lt. Henry Sharpe

The 'Group Snoop' is a weekly paper devoted to activities and personal interest stories of Group HQ's., and its squadrons. It is the intention of the Staff to make this paper as interesting as possible under the existing circumstances.

The 'Group Snoop' receives Camp Newspaper Service material. Republication of credited matter prohibited without permission of CNS, 205 East 42nd Street, New York City.
The 'Group Snoop' has been censored and

maybe mailed home.



SELECTEE REGRETS MISSING ARMY-BOUND BUS

One fellow wasn't on the bus when the N. Attleboro Selective Service Board sent its 48-man quota to Fort Banks for pre-induction exams. But he was polite enough to send his regrets. The Board received a note advising: "Sorry, but I'll have to miss that bus ride. I'm doing a two-year stretch in the state prison." (CNS)

\* A service man's lament: "Now I lay me down to sleep ---- Dammit!"



We inaugurate this column with a flash from our Bright Sayings Department. Moe(Undertaker) Glant is telling the boys these days that "There's nothing so bad that it couldn't be worse; that the day you are born till you ride in a hearse." It sure pays to look into

the future, eh Moe .....!
"Doc Cahill" would like someone to tell him how men in this Unit can be physical wrecks at sick call and super-athletes at 4 p.m. Can it be his Aspirins?

The transportation section of this Unit is now demanding 35 feet of red tape before anyone can secure a vehicle for official business. Yours truly ran 5 feet short of tape today and all Hell broke loose. They tell me from the States that the civilians are trying to conserve paper while we use an original and eight copies .....l

Will someone please tell me why the announcers on our daily jive sessions have been silent on the names of the members who requested disc's. Don't let the nicknames get you down boys, as that part of the sessions is enjoyed by all or shall I say a few? Pour it on Paul and "Jiving Johnnie" .....!

"Do you need money, poultry, eggs, pens, pencils, watches and etc?? This reporter recommends that you drop around and see "Silent Baldy "Two for One" any day Bill Solberg. If his business continues as it has been in the past few weeks he'll be buying the entire Seventh Victory Bond Loan.

THE OH'S & AH'S DEPT .: The whistles that are heard lately, accompanied by that "if I had you alone" look is caused by the excellent painting of Dorothy Lamour on the billboard of Lt. Zock's coming attractions to Carthay Circle. And those pinups in the day room are not doing any harm in bringing out the men's sex aspirations either.

HORSE SHOE TOURNAMENT ... T/Sgt. Vallat, Musketeer ace horse shoe tosser, was the winner of the recent horse-shoe tournament sponsored by Lt. Zock. The runner up was Cpl. Welbur McKee of Gp. HQ's. Sgt. Brown of the Musketeers wound up 3rd. Prizes were 5 bottles of beer for 1st, 2 cartons of cigs for 2nd, 1 carton of cigs for 3rd.

-Sgt. Syd Landi

Page 3

25 February 1945

The GROUP SNOOP

#### JAP OCCUPIED MANILA

The Japanese invaded the capital of the Philippines, Manila, Jan. 2, 1342. Almost immediately after, all public buildings and private houses were ordered to be evacuated. This necessitated a wholesale movement of Filipino families who were left to shift and care for themselves as best they could.

The Japanese first official act was the rounding up of all American citizens and placing them in an internment camp at the Santo Tomas University. Soon, a curfew was imposed on the city. No one was allowed on the street between 5 p.m. and 6 a.m. under penalty of death.

Japanese flags were placed at all prominent street crossings and everyone had to bow to the flags each time a crossing was made. Brutal punishment by armed sentries or jail with little or no food was the alternative. Filipinos, who were caught in the city when the Nips entered, were forced to work at anything the Japs ordered. All businesses, trades, vocations, etc., were confiscated and placed under the new government control.

Filipino people of wealth fared better than their less fortunate neighbors. The Japanese were susceptible to bribes and treated their bribers less harshly than those not able to

offer them much.

Food, at first was not scarce. However, the Japanese after about 6 months, made the Filipinos make porridge out of their rice. Thus 1 days' rations were stretched to 3. Prices were moderate at this time. Chickens could be had for 50 to 75 centavos; rice sold for 45 centavos a pound.

The new Japanese invasion money was evalued on the Filipino monetary system. Soon, all Filipino currency disappeared from view. This started the hey days for the black market boys. They flooded the islands with counterfeit 10, and 100 peso notes. This naturally made the Peso practically worthless and soared commodities sky-high. Chickens sold for 750 centavos and rice for 300 centavos per pound.

The Japanese treatment of Filipino women in Manila itself was irreproachable. Army set down and rigidly enforced strict adherence to their orders that no Filipino women were to be molested. In the suburbs, it was a different story. Rape and plunder were common and nothing much was done about it. Many thousands of Filipino families took to the hills to avoid the ravaging Jap



"We'll have to keep him in the army-he's no longer fit for civilian life.

soldiers. At the time of the American landings at Lingaven Gulf, the majority of the Filipinos had very little to eat and practically nothing to wear.

American progress in the war was suppressed. The only news the Filipinos had was the Japanese published daily paper which told only of great Nipponese triumphs. They boasted that the Yanks would be 50 years arriving to the Philippines.

The Japs stated that they had come as liberators and wanted to be friends. However their under handed methods soon turned everyone against them

Approximately, 10% of the Filipinos were friendly to Jap rule. Hoever, as freedom loving people they were bitter about having to bow each time a Jap flag was passed. Soon even these 10% became enemies of the new order.

As a consequence the American landings found a united people who were wild with joy at having the opportunity to once again live their lives as free, unmolested citizens of a democratic government.

(The above story was told to Lt. Sharpe by Faustino V. Ferrer who personally went through all of the experiences.)

BE WISE! ATABRINIZE! DAILY!

Page 4

25 February 1945

The GROUP SNOOP

#### BRIEFS

Many of the men in the Group have been to see the Philippine Capital of Manila, during the past week. All have come back with interesting stories of their doings. The 'Musketeer' mail orderly, Pvt. Soskin, did a little Reconnaissance work on his own and ran into a cute red-head (civilian no less) from his home town. Wow! Wow!!

The 'Nipa' wine is taking it's toll of here-to-fore upright men. Each night finds a new member added to the congregation. The sympton's are always the same. A large gathering followed by singing that terrorizes the entire camp area, interspersed with trips to the dispensary to fix up bruises caused by falling into ditches or tripping over tent ropes. Las' but not least are the groans and burping --Pardon ust.

If you hear a band coming down the road followed by a cloud of dust, don't get excited. The band is part of a funeral procession, and the dust is (you guessed it) none other than Cpl. DeWane of the Medics. It seems that De-Memorial Services were held Sunday, Feb. 25th Wane owned a funeral parlor in the days before Bully Beef; he just can't seem to get morbid scenes out of his blood. The boys really get the jitters when they see DeWane following them around with a gleam in his eyes.



Major Rubel Archuleta C.O. of the 'Musketeers'



Lt. Wm. A. Johnston

#### IN MEMORIAM

in the Group Chapel for Lt. Wm. A. Johnston of the 'Musketeers'. Lt. Johnston was killed the day before when his plane crashed into a building while taking off on a test flight with a new fighter. The cause of the accident remained a secret. Only joining the Squadron in the Philippines in January, Lt. Johnston was liked by Officers as well as EM.

Everyone remembers how thrilled and excited he was the day he shot down his first Nip plane.

Lt. Johnston attended the Christian Brothers Junior College in St. Louis, Mo., where he was class president. He also attended Western Military Academy at Alton, Ill. An all around athelete Lt. Johnston won laurels in football, baseball and basketball. He won an All State track title during his college days.

Lt. Johnston was married and leaves his wife Mary Lee who resides in St. Louis, Mo.

Congratulations to Capt. Robert Peterson and Capt. Jesse McNeill of the 'Musketeers'. They really look classy wearing those railroad tracks

Ditto to 1st Lt. Robert Turner and 1st Lt. Eugene T. Sheridan. The above Officers all received their new promotions at the same time. Needless to say cigars and spirits were in evidence in honor of the occasion.

Page 5

25 February 1945

The GROUP SNOOP



#### TRANSFERS TO AGF

Some 55,000 enlisted men from the Air Forces and 25,000 men from the Service Forces are

being transferred to the Ground Forces in a program to be completed not later than the end of January. Men being transferred are those who are physically qualified for combat duty and whose places can be filled by personnel not so qualified. Men transferred will not lose their grades or ratings as a result of the transfer, the WD says. Air and Service Forces personnel not affected by this change are key specialists, combat-crew members, men in combat-crew training and men with specialized technical skills.

# \* \* \* \* \* \* \* \* \* WAR PRISONERS

As of Dec. 1, there were 359,247 prisoners of war being held in the U.S. German prisoners totaled 305,648; Italian, 51,156; Japanese, 2,443. They are held at 130 base camps and 295 branch camps near current work projects.

# \*\* \* \* \* \* \* \* REEMPLOYMENT APPLICATION

The President has signed a bill extending from 40 to 90 days, following release from service, the length of time in which a veteran can ask for his old job back. The bill also says that men who are hospitalized imediately upon being released may apply for re-employment within 90 days after they get out of the hospital, provided their hospitalization does not last longer than a year.

# \* \* \* \* FACTS ABOUT WACS

The WACS now numbers more than 89,000, including 5,871 officers. 13,000 are overseas.



France—A G.I. received a package from home labeled, "Dressing". "This can't be right—It must be alcohol," he said, gulping it down.
It was dressing!



he enemy isn't firing at you. He may be nearby waiting for the chance.



DON'T become separated from you unit, especially at night. You may fin yourself stranded or in a hot spot your group is suddenly ordered to mov elsewhere.



Q. I was wounded in World War 1 and in this war, too. But my CO won't let me wear my World War 11 wound stripes. How come?

A. AR 600-40 says that wound chevrons may be worn for wounds received in World War 1 and not for wounds received in the present war. It is expected that authorization for wound stripes for this war will come later. But in the meantime, you're out of luck.

Q. I would like to settle in Canada after the war and set up a business there. Can I get a government-guaranteed loan under the GI Bill of Rights to aid me in establishing a business in Canada?

A. No. To qualify for a government-guaranteed loan under the GI Bill of Rights, the principal office or plant of a business must be in the United States. However, a branch office in Canada would be OK.

The Wolf

by Sansone



"Looking for someone?

Page 6 25 February 1945

SQUADROR Notes ---

The 'Musketeers' have reason to be proud. They are in receipt of a letter from Brig. Gen. Wurtsmith, C.O., of the 5th Fighter Command who wrote in part, "The outstanding performance of your organization during it's operations from an island in the Philippines, from Dec. 8th to 25th, deserves the highest praise and commendation. Operating under difficult and hazardous conditions on missions of all types, the coordination and skill as evidenced by your combat pilots was exceptional. The maintenance of the combat status of aircraft by your ground crews was also carried out with exceptional proficiency.

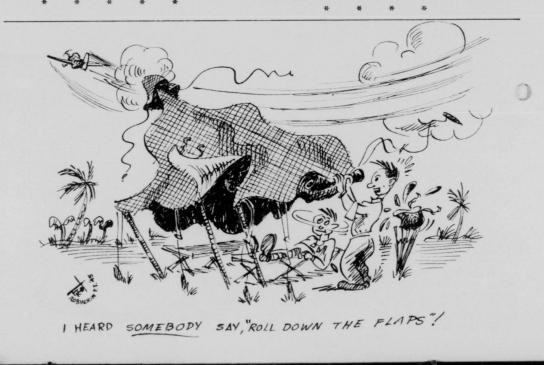
At a critical period of our Philippine operations, your organization moved in and made an important contribution to our ultimate control of the air.

It is desired that you receive the highest official commendation, as well as the personal appreciation of the members of this Command for your cooperative spirit and outstanding performance during this period."



Sgt. Weakley & His 'MUSKETEERS'

Sgt. Weakley and his hot shot 'Musketeer' band is really on the ball. They have been entertaining Officers and EM on the 'Musketeer' stage regularly and how the G.I's. do love it. They are not only in the groove on the jive numbers, but are showing the lads plenty in the sweet swing and classical line as well. Swell going fellows; some day you'll be making recordings to send back to the U.S.O. Commandos.



Page 7

25 February 1945

The GROUP SNOOP



Before a packed, highly enthusiastic crowd of Officers and men, Lt. Zock presented his second stage attraction at Carthay Circle, Friday night March 1st.

The far famed Professor Rosendo Amor, who had toured the leading cities of America, Canada, Mexico and Hawaii brought in his troupe and put on a talented exhibition of magical wiz-rdy that had the audience thinking they were under the influence of 'Nipa'.

Professor Amor, Filipino magician and illusionist has studied magical arts in the School for magic in Chicago, and is the first magician in the Philippines to be granted membership in the International Brotherhood of Magicians.

Amor's reportoire ran the gamut from relatively simple handkerchief tricks to a maze of intricate card, glass and rope illusions. He climaxed his performance by that old (but I don't know how he does it) trunk act.

In short, with the help of a G.I., his assistant was tied up in a large bag and then locked inside a trunk. Ropes were put around the trunk to make it more secure. Not more than 50 seconds later the assistant appeared, opened the trunk and released Amor who now had managed to get inside the bag and the trunk.

The audience showed their appreciation of the Professor's wizardry by their frequent bursts of spontaneous applause.

The glamor department was well taken care of by the Lambine sisters, Milagros & Angela, who were incidentally just about as cute as a bugs ear. Their duet rendition of, "In The Mood", "Down On The Corner" etc., just about stopped the show. Rosario Macabales, soprano soloist, turned in a creditable performance by her beautiful singing.

Members comprising the orchestra were as follows: Marceliono Cuisen, Violin; Silverio Cuisen Guitar; Eugenio Demantay, Trombone; Hilario Bulatao, Trumpet; Gregorio de Guzman, 1st Alto; Juanito Erive, Tenor Saxophone; Alfredo Sison, Drums; and Manuel Claveria, Bass.

### HOLLYWOOD

Boston, the home of John L. Sullivan, gets the world premiere of "The Great John L.," the film story of the fighter's life.... Burgess Meredith's head was partially shaved to make him look more like the bald-pated Ernie Pyle for the lead in "GI Joe".....Joan Caulfield, who earned her screen chance while playing in "Kiss And Tell" on Broadway, had her bags all packed to return to N.Y. when she was signed to a new contract by Paramount.

#### RADIO

Bob Hope was re-elected radio's "Champion of Champions" by newspaper radio editors, critics and columnists of the U.S. and Canada in the ninth annual Motion Picture Daily poll....Juditl Blair did the vocalizing when George Olsen's orchestra was heard on "The Victory Parade of Spotlight Bands" over the Blue Network....Harry James and his orchestra are featured on the new Danny Kaye show....Phil Baker is planning another radio show....

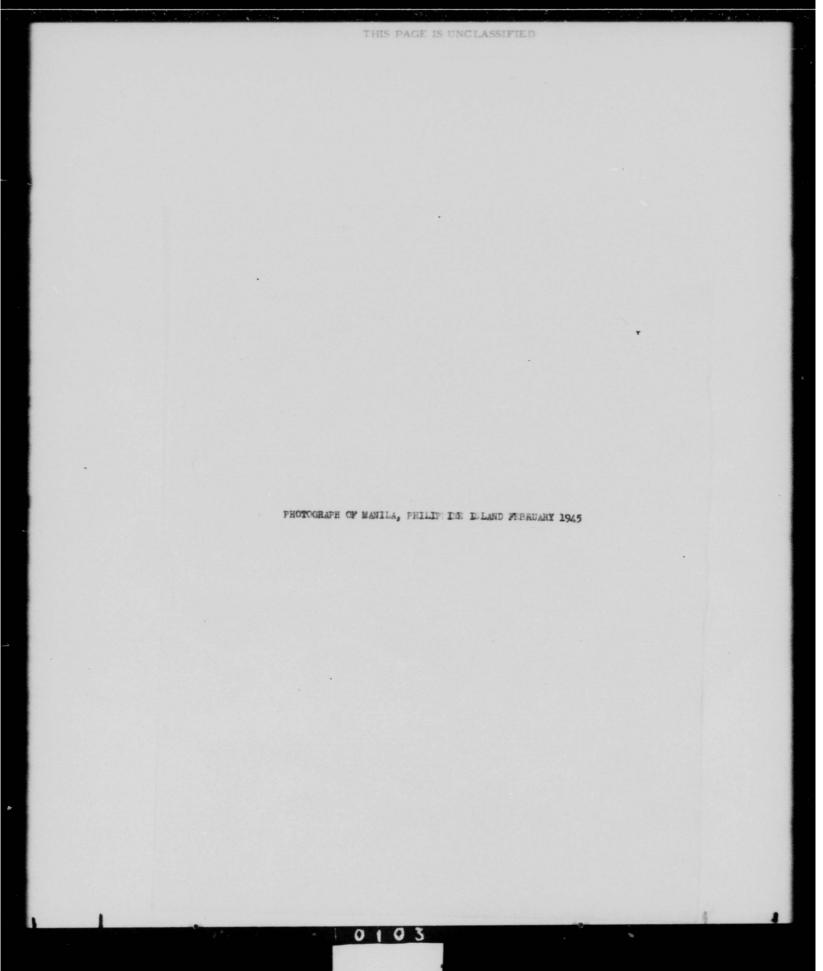


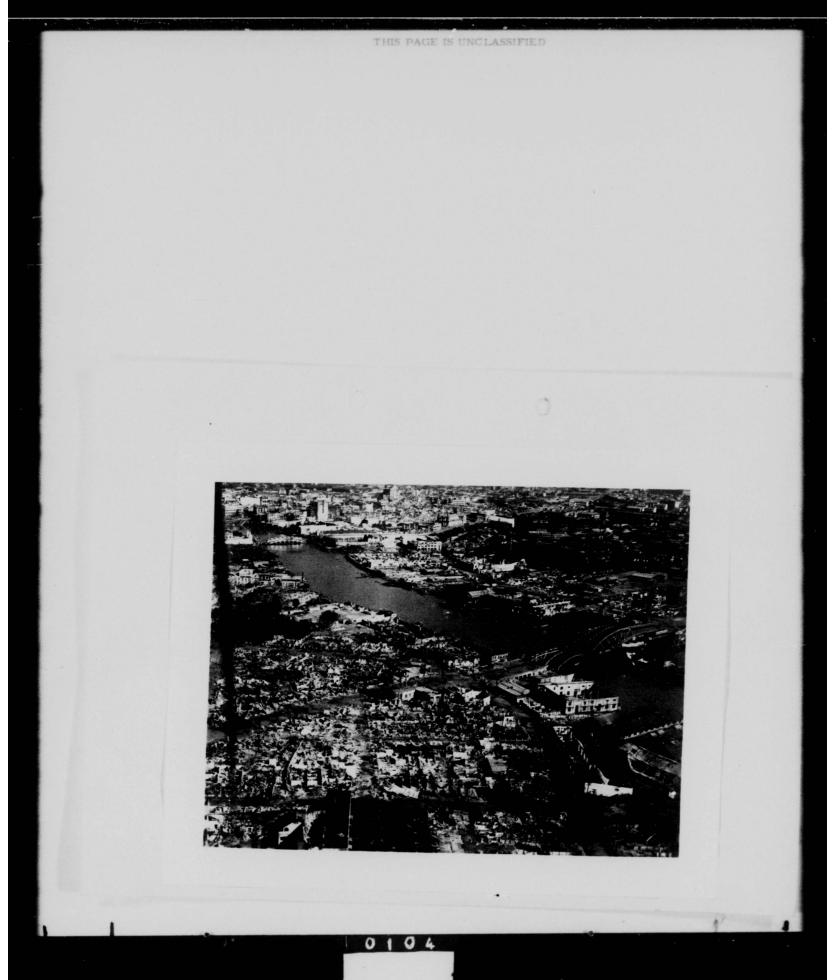
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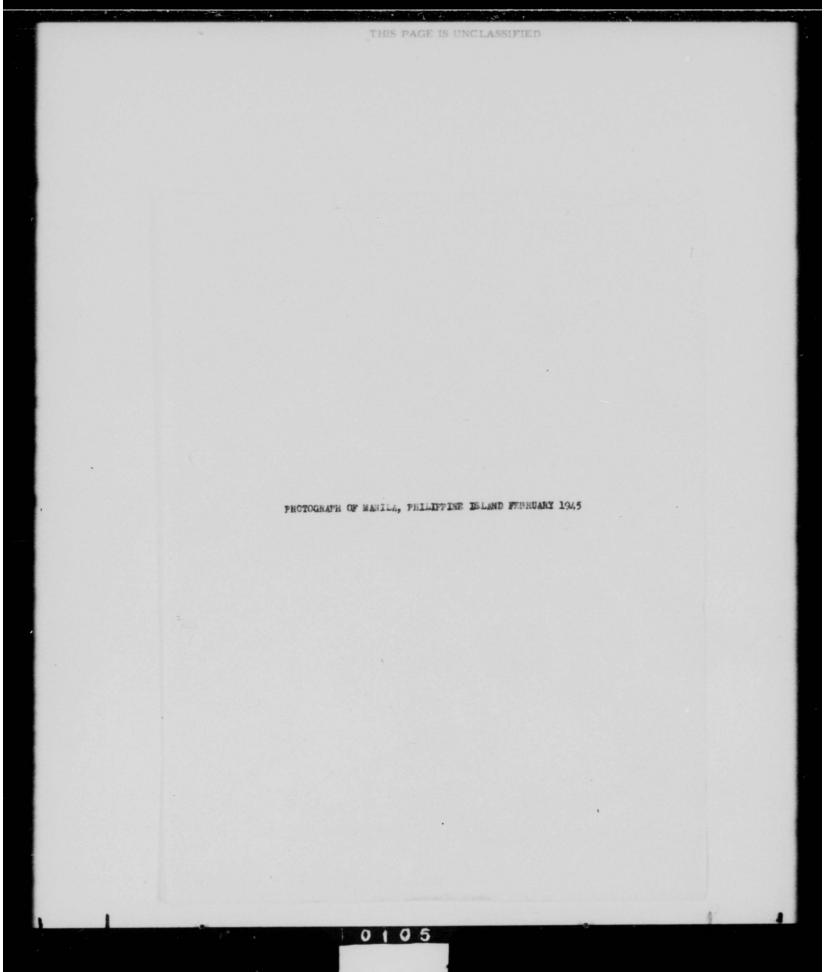


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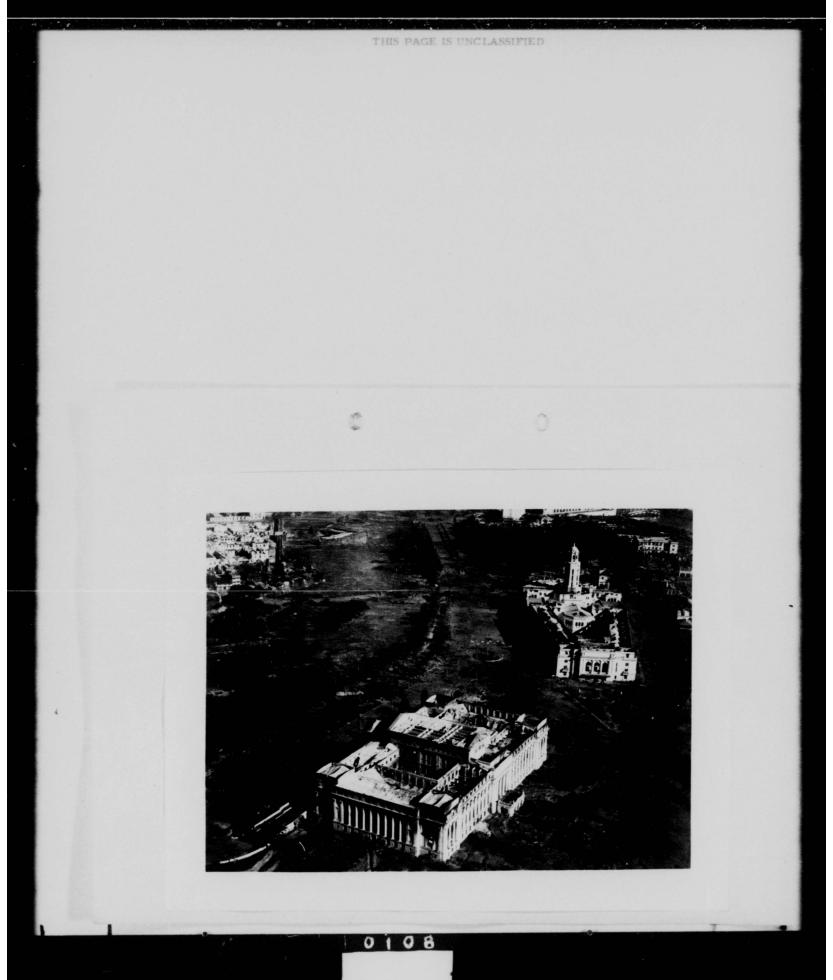
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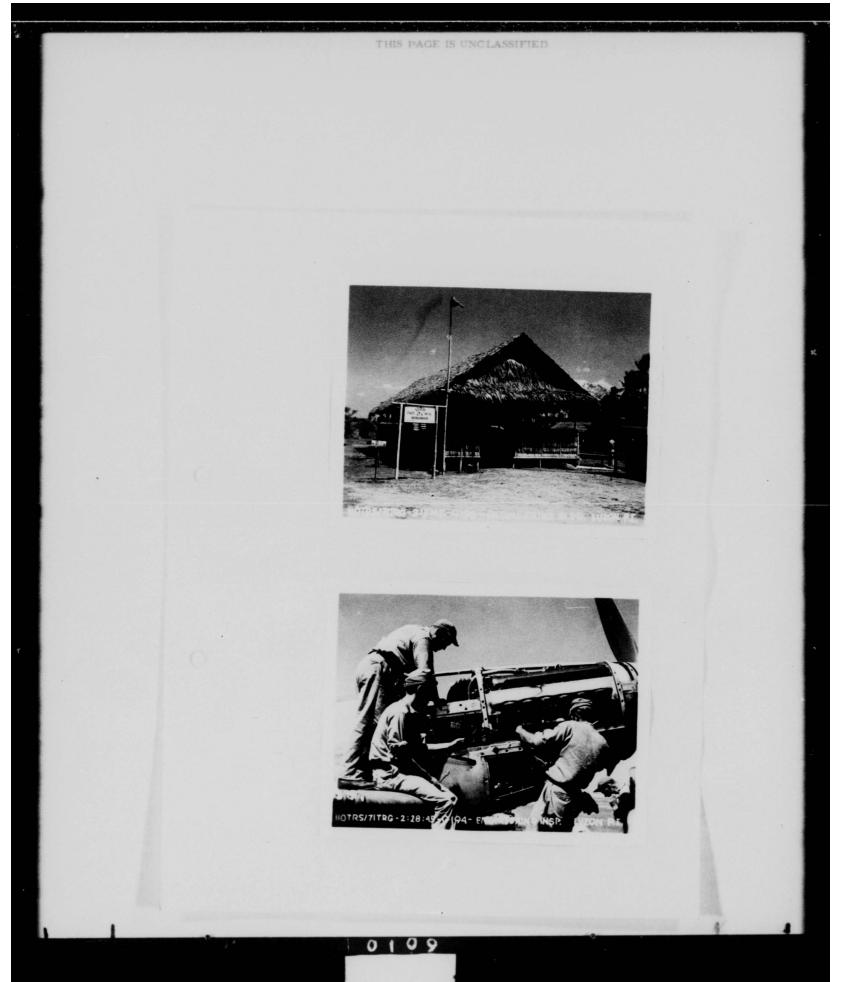


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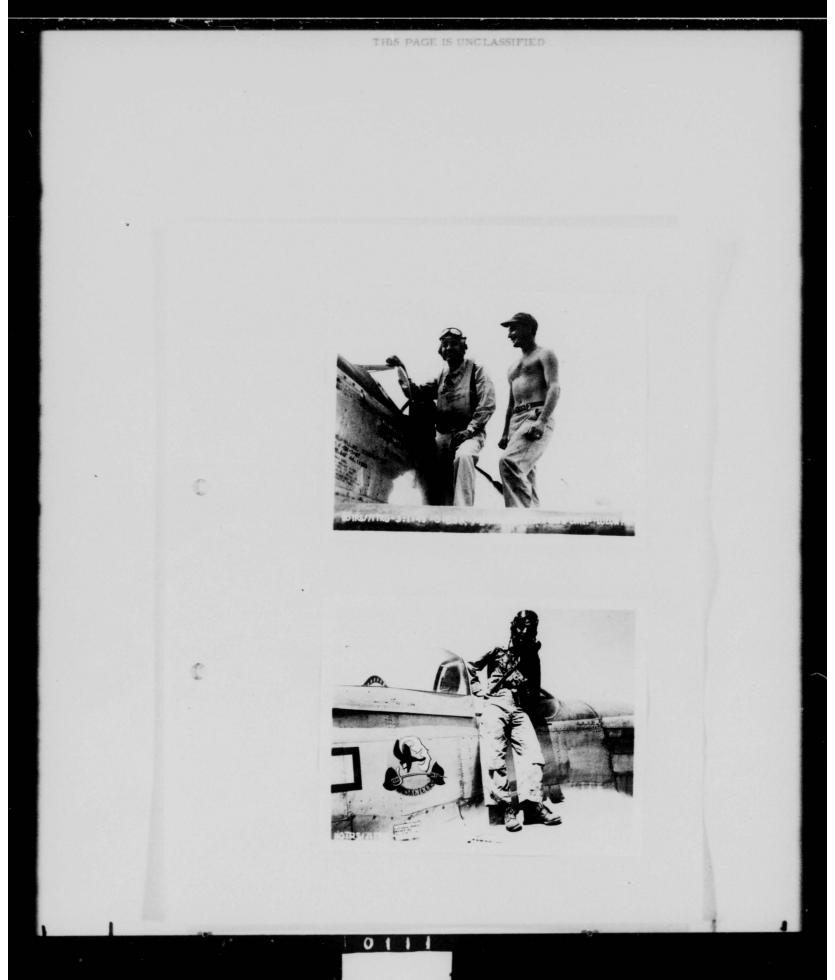
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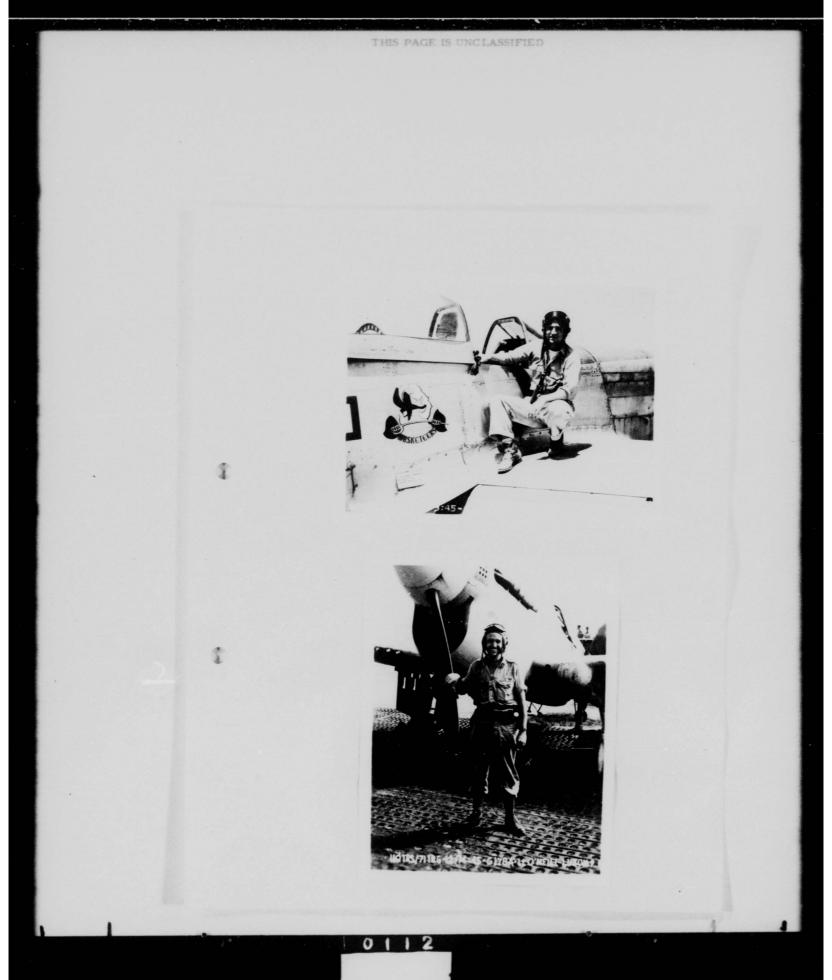
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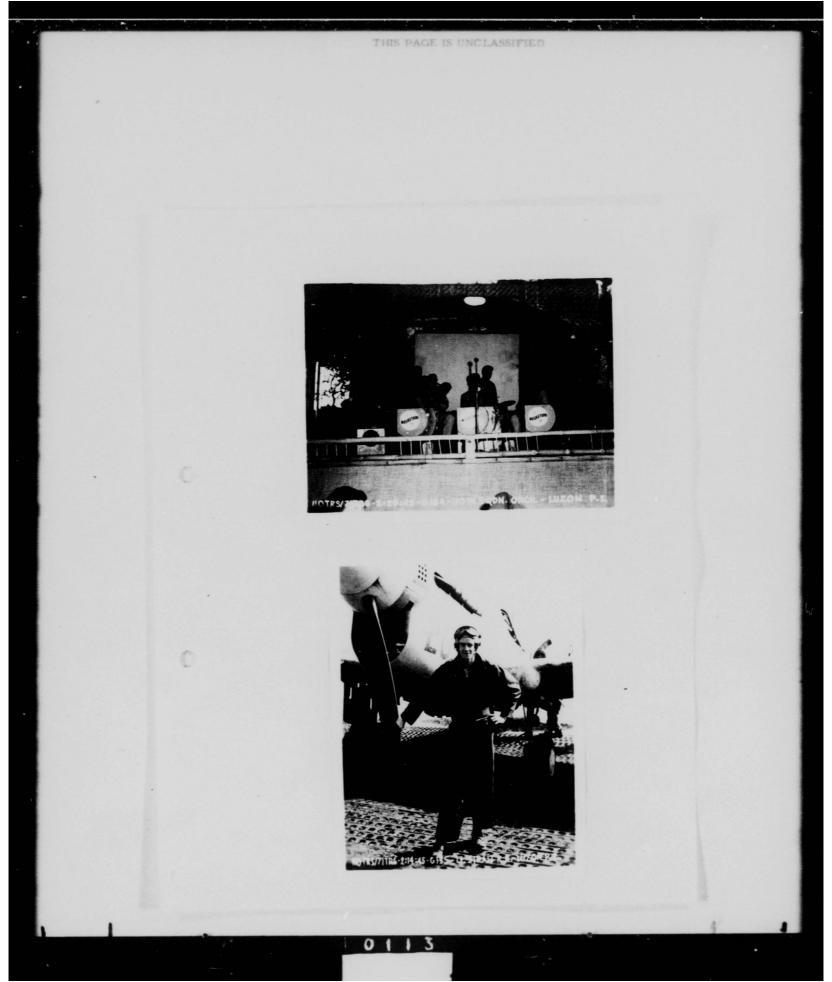
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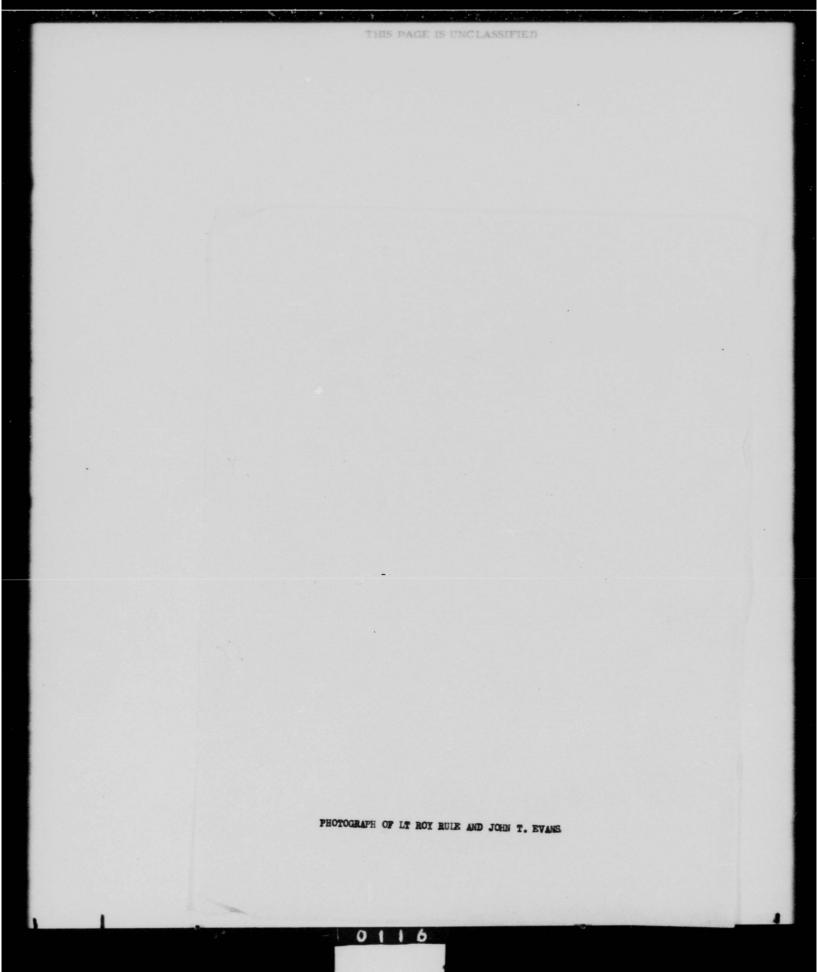


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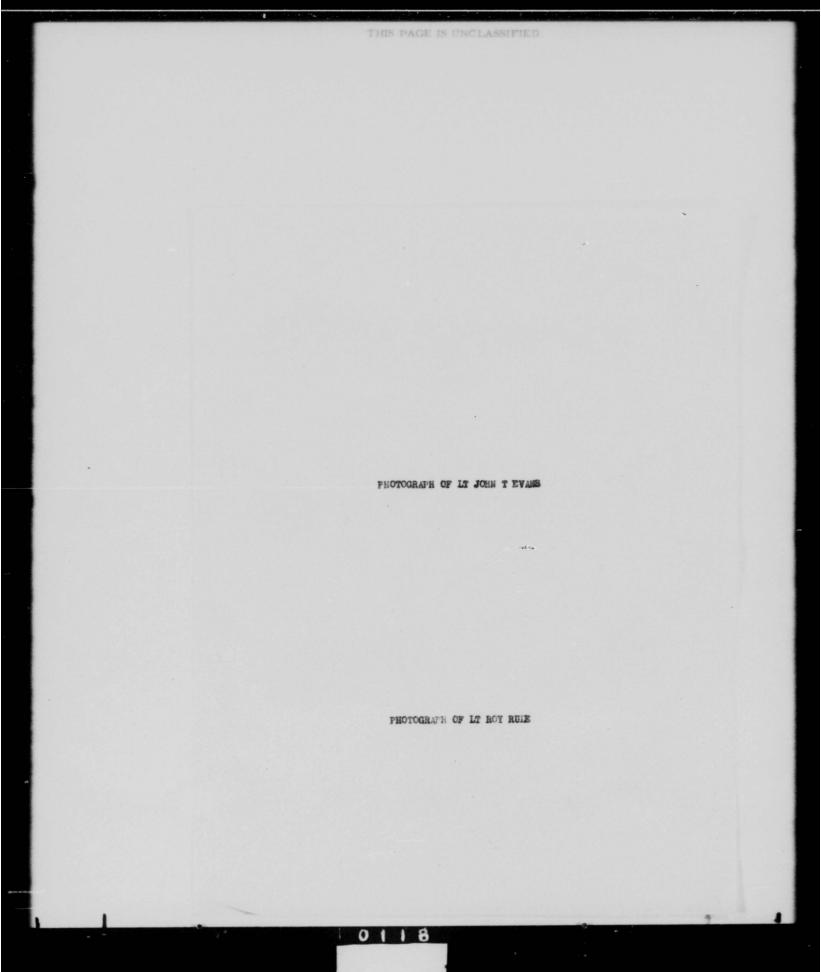
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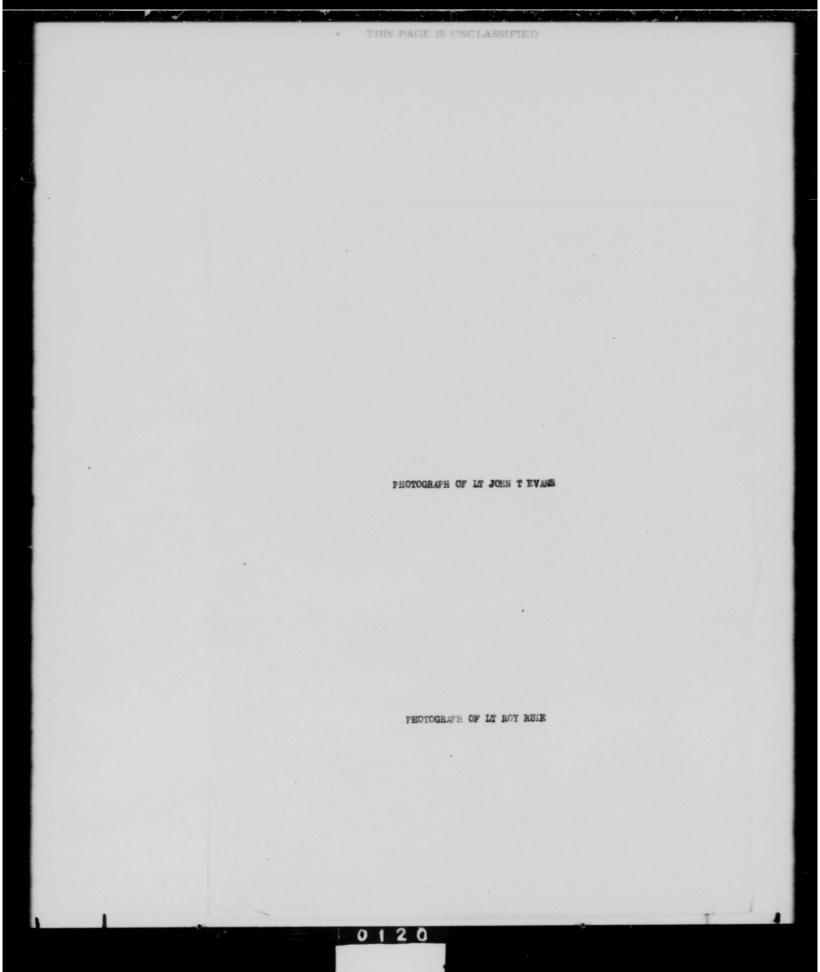


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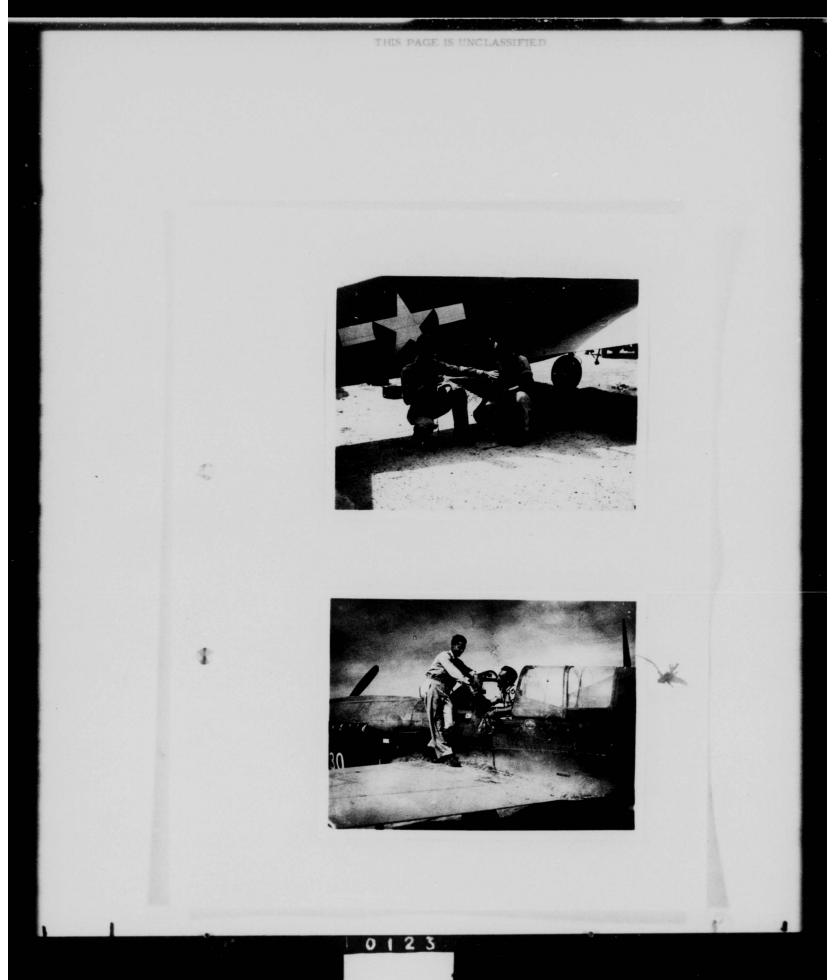
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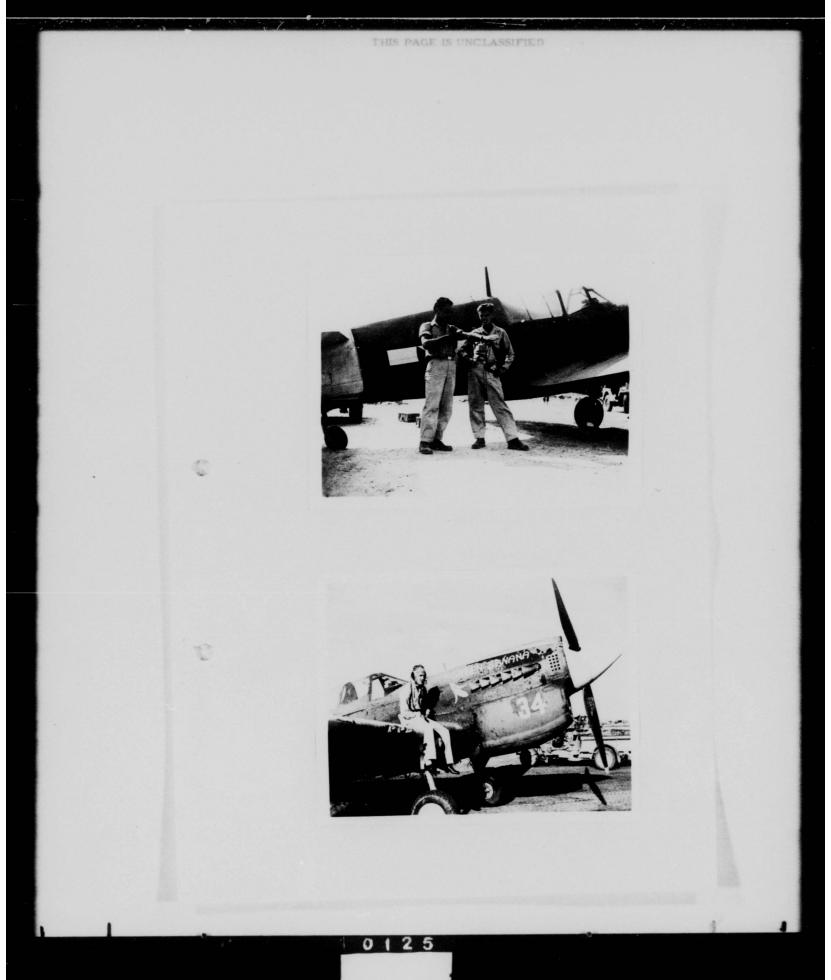


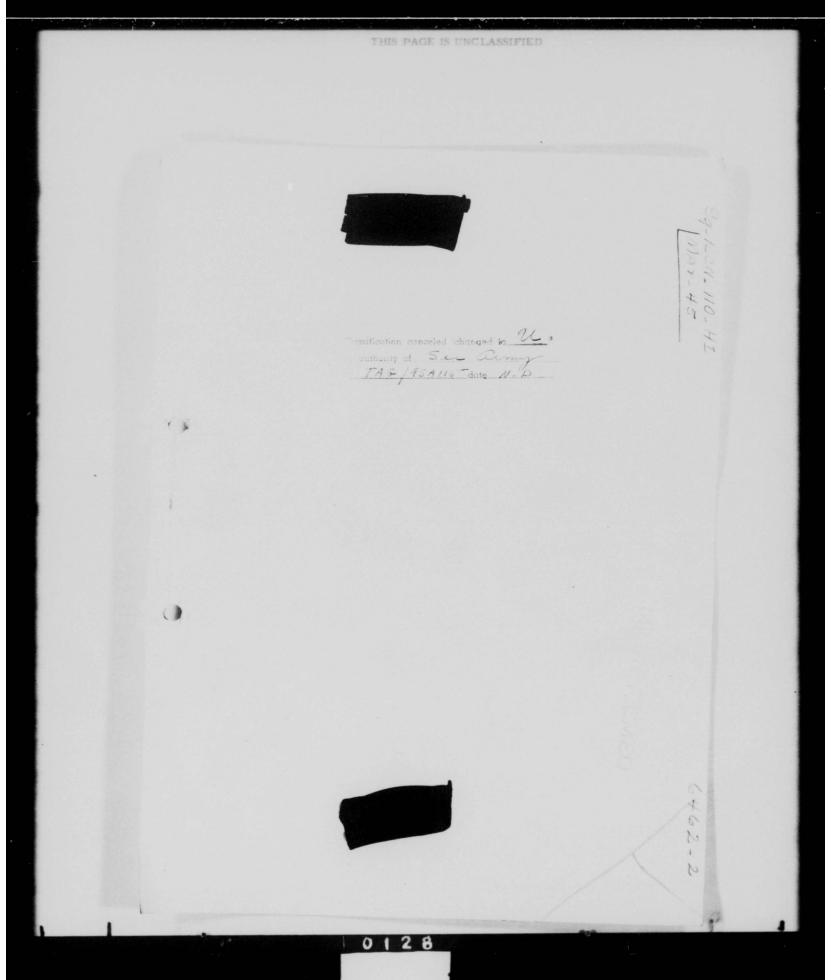
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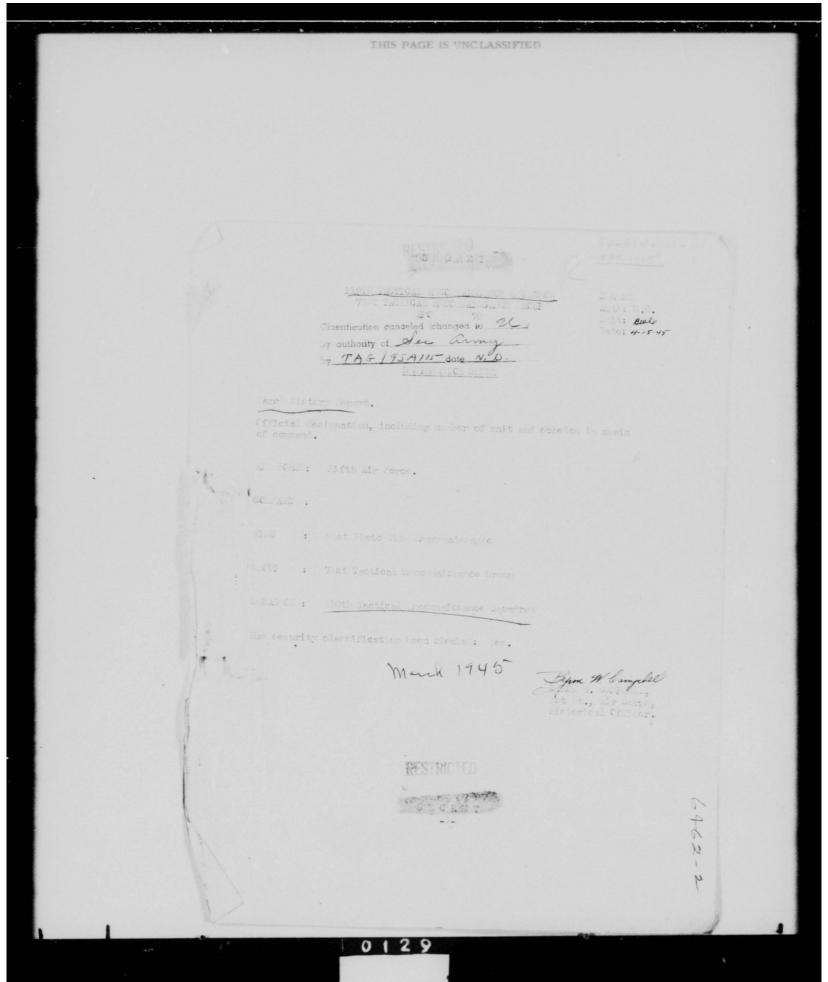


PHOTOGRAPH OF LT JOHN T. EVANS AND ROY RULE PHOTOGRAPH OF LT WARREN O. TWIGGS

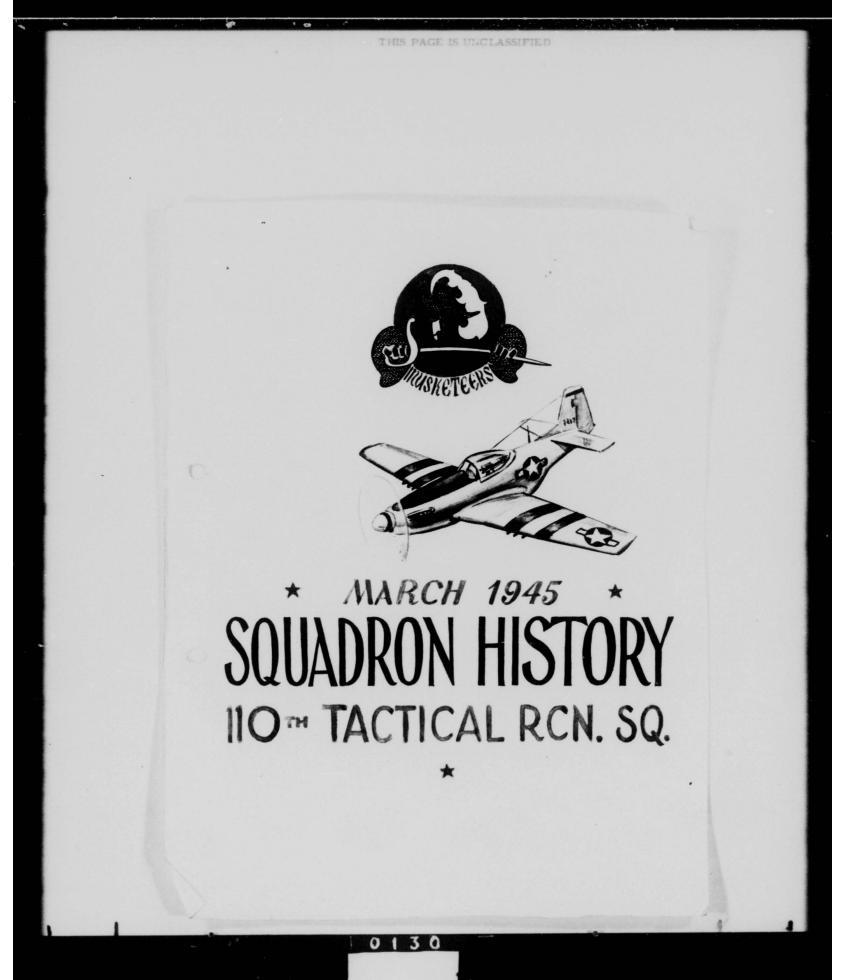


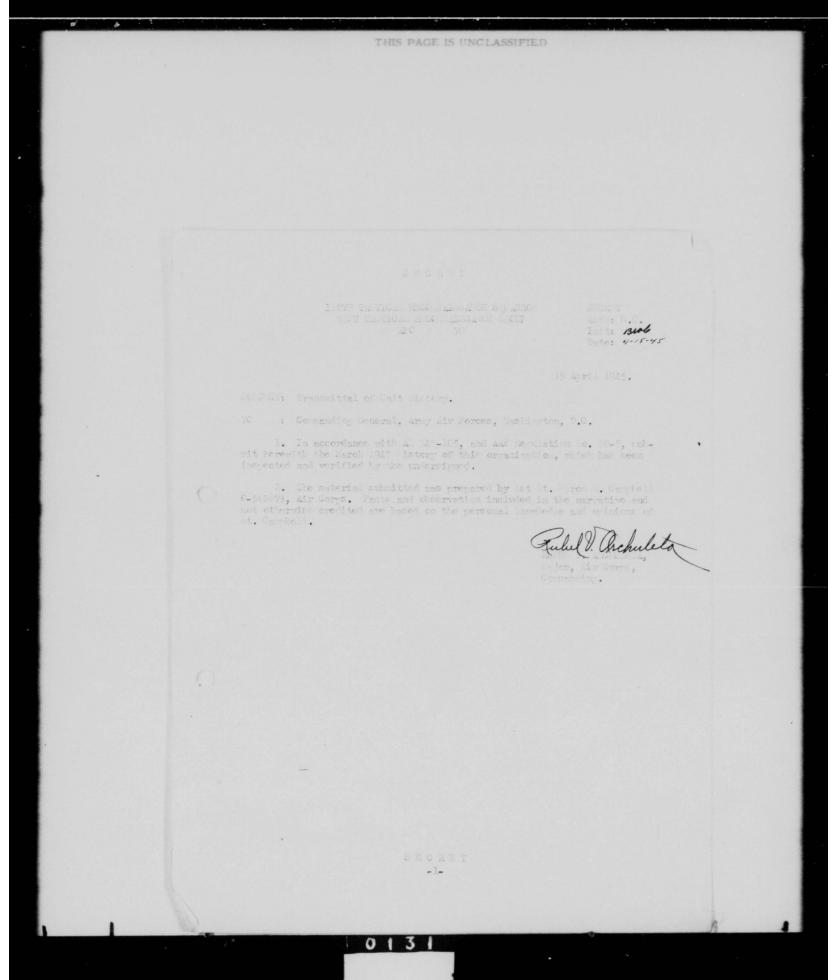


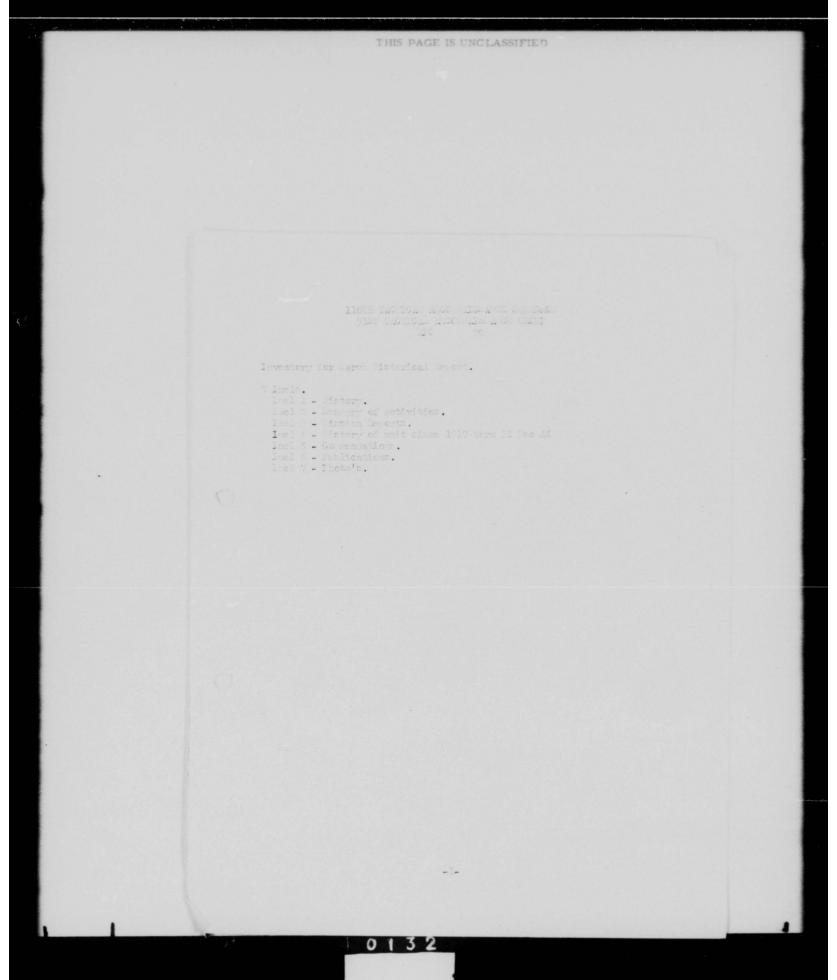
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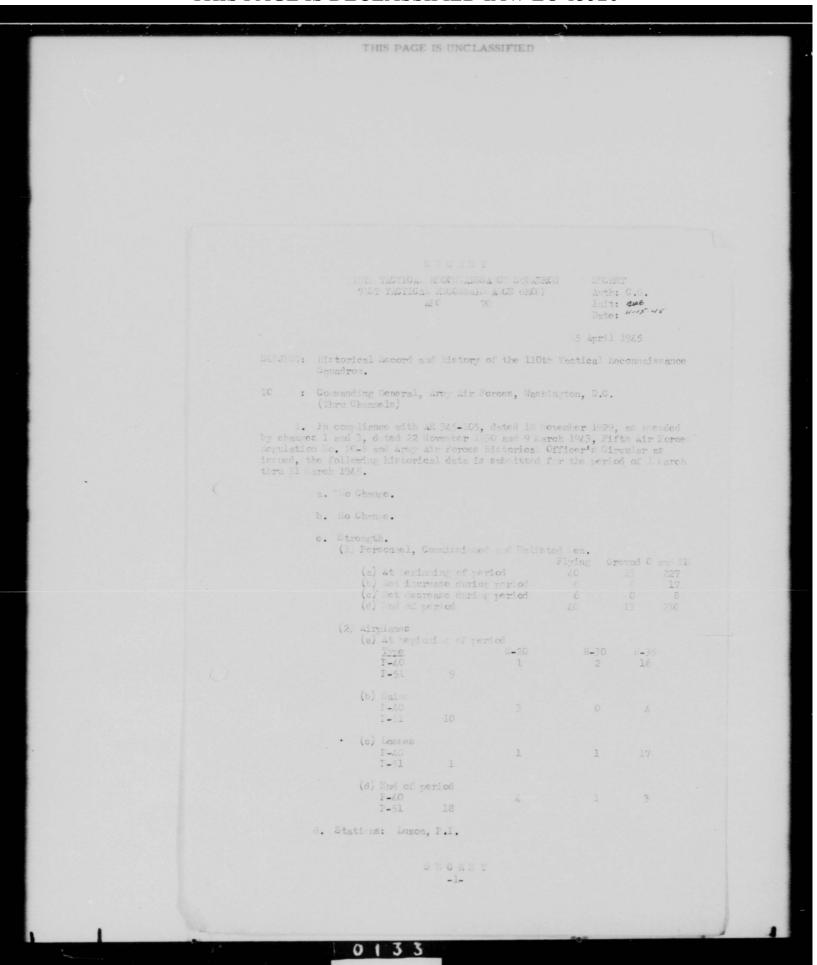


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#### SECRET

```
e. Number of Sorties.
```

(1) Recco 306 (2) Bombing and strafing.

(a) Number of sorties 182 (b) Ton hours flown 89,776.75

(3) Miscellaneous sort: (4) Total sorties 496 Miscellaneous sorties

f. Bombs dropped and ammunition fired.

(1) Bombs drop ed.

(a) Tons by type 5001b demo 9.62 2601b frag

(2) Amounition expended. (a) Cartridge cal.50, API, I, & T - 182,075

(3) Results.

(a) Destroyed.

1. Victor able lugger - 1
2. Barges - 3
3. Planes on ground - 3 4. Trucks 5. Buildings 6. Staff cars 7. Gun position 8. Nipa huts - 11 9. Bridge 10. Ammo dump 11. Barracks

(b) Probably destroyed or damaged.

1. Pontoon Bridge 2. Bridge 3. Trucks 4. Gun position 5. Buildings 6. Radar installation - 1 7. Barges 8. Lugger - 19

Lnemy attacks on our ground installations.

(1) Enemy air raids occurred spasmodically during the month.

h. Ground battles. none

Losses in action:

(1) One aircraft shot down at TUCUMGARAO A/D 3 Mar 2d Lt Robert J. Thompson, 0-821880 Killed in action.

(2) Pilot was strafing and went straight into the ground 10 Mar F/O Morris J. Washatka, T-124905, Killed in action later changed to missing in action after unconfirmed report from Guerrillas report him alive.

SECRET

```
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(a) The following mased officer was awarded the Distinguished Flying Gross and too Eronze Cak-leaf Glusters to the Distinguished Flying Gross for the destruction of two enemy aircraft in aerial combat and the destruction of enemy shipping in the Fhilippine Laters.
         Washatka, Morris J.
(b) The following mered officers were american the Distinguished Fl ing Gross and one Fronze Cak-Leaf Cluster to the Distinguished Flying Gross for the destruction of enemy shipping in the Philippine Laters.
         Archuleta, Rubel V.
Denlinger, Grover H.
        Rule, Roy
Grandwaison, Ferald
         Turner, Robert
         Ihilimino Waters.
         lonical, illim I.
       Peterson, Robert L.
Reterson, Robert L.
Reterson, Robert L.
Reterson, Joseph L.
Reterson, Joseph L.
Thomas, Japan L.
       Lewis, George
Mesig, Jay
Ogle, Desn C.
       Milton, Milliam R.
Hough, Albert R.
Bretto i, Deniel
       Fagerland, Conroy
Sheridan, Eugene T.
Wells, Alfred
Leonard, Reymond D.
Almlov, Lartin J.
                                                                             1st Lt.
                                                                              1st Lt.
                                                                             1st Lt.
                                                                             lst Lt.
Flight Officer
(d) The following officers were awarded air ledals for opera-
        tional flight missions.
       Johnson, Harry
```

Heran, Partin J lat Int Interest Intere

(a) The following enlisted non was awarded the Pronze Star Sedal

but arthur F. Bethereper

(f) The fo lowing enlisted wen was awarded the Furnie Feart.

Twt First Class Dillip D. sichembach

k. Nurrative.

Reconneissance missions, arred, photo and visual, accounted for the majority of missions flow during the month of Larch. But, upho ding its reputation as a versitie squadron many other different types of missions were also flown. Bose were uneventful and tedious cover missions for surface vessels, or leading a flight of "Discuit Scaters" to a target in a remote section of the islands, frequently deep in enemy territory. During the month the first long range strike against for osa also took place.

Probably the most interesting missions, and certainly the most enjoyable to the pilots, were those missions flown by the saundron in a concerted effort to destroy Japanese communications by de o is it all brides along highway do. 5 through the Cagayan Valley. These missions produced high spirits amonest the pilots and led to much co petition between different flights and even going different elements of each flight. Frequently the flight destroying a bridge was enriched not only in experience and knowledge of a job well done, but in Feso's of the "victory" series, cheerfully donated by pilots unlucky enough to scatter books too for from the target. Such a spirit of competition produces a high standard of operation. Each flight etterate to outsine the other in booking and commetion flying and everyone benefits, among experience vilots, correlation such as this cose not, as might be supposed, tend to cause difficulty by personnel being topics or.

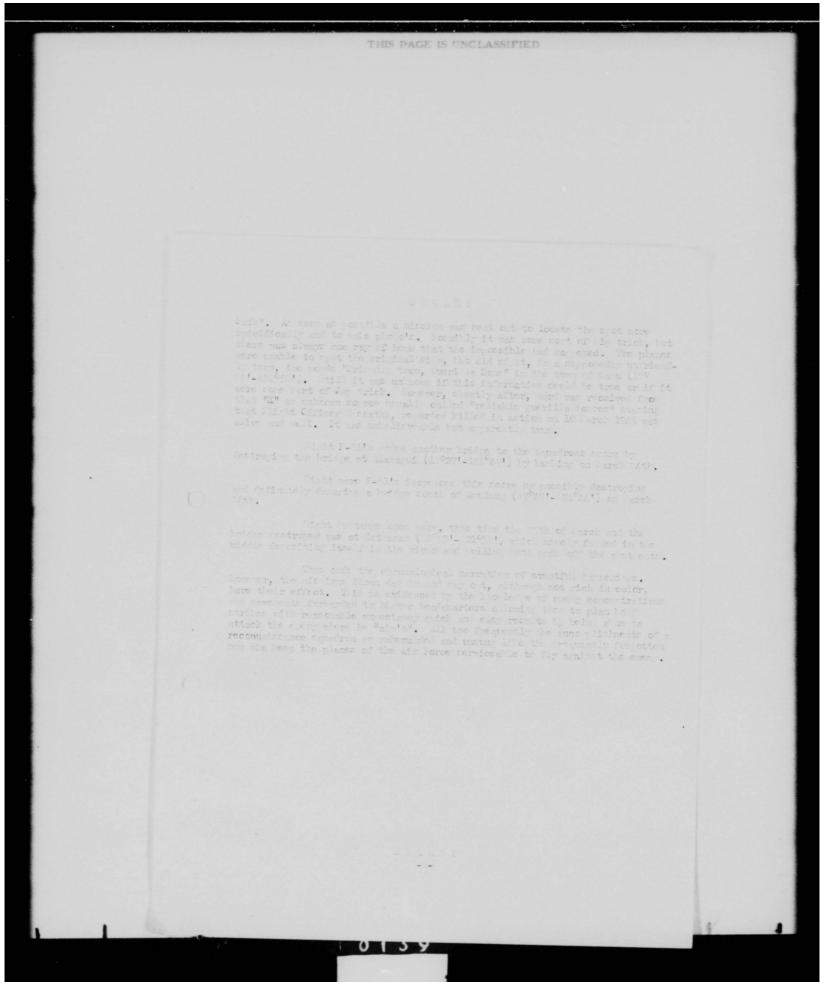
Bom ing, straffing and recco missions during the 1st three days of the month resulted in bar es and trucks destroyed and damaged, eigeraft destroyed and damaged and bombs drowned in target areas with senerally excellent but undeserved results.

Two P-40's on an armed recco through the Cagayan Valley on the

0136

THIS PAGE IS UNCLASSIFIED afternoon of 3 larch 1907, bested the aircres to richages (1. 421.121.000) cratering the runway. The planes proceeded show their reccoroute to Tupuagnas a/D at (17.001-121.051) where they note civit straffing
master on a modeled erre meet of the runway on a known storage and gum
emplacement areas. While making the last straffing post, the closent lender
saw machine run fire and hollering "look out for Joe!" over the redic to
ris singuage, broke up to the right into cover of made accumulating as a
result of targets straffed. The minutes's plane was not seen again. An enently he had broken to the left which as directly into the cross fire coning from the ground. The closent leader returned and circled the area and
new nothing but black smoke rights from under the trees which a evidently
from the lost aircraft. The report of this mission lists become identeenent
lobert J. Thompson, Jr., 6-20188, missing in action. Accume proceedings
were attenuated investigated. The most morning planes of this or and action.
However, no definite news concerning lat. Thompson developed. Two additional "warpanes" on an armed recco the same afternoon booked and strated Carit Sorte a/D ( $10^{\circ}A0^{\circ}-121^{\circ}A0^{\circ}$ ). At least ten barracks at reximately 20 A 50 in size was destroyed by the booking and strating On March Ath it was believed for awhile that the Japs were attemptive to jet our communications systems, as all places flying that day reported interference or all channels consisting of a high screech similar to a translitter key being closed. However, we have not had a recurrance of this difficulty. Four F-40's bosiest and blocked the highway near acors Place (1  $^{\circ}$ 20'-12  $^{\circ}$ 3') on the sorring of March 4th, thus cousing sore communications difficulties for the Hips. At 193 /I 7 march 1945, the bridge at Iligan in the Gagaran Valley met with diseaster at the expense of eight books delivered by an equal number of Garbank in an excellent booking mission. Night F-51's boxed you recitions at Engagers a/D with M 1601 frag looks on the various tergets designated. There was undoubtedl heavy damage done, but do use of the heavy foliage results were not well enough observed to make any claims that would probably be underestimated but could not be substantiated. On the morning of 10 March 1945, an indicent occurred that was to develop into a story that would be difficult to believe oven in a fiction theiler. Two I-A is were on an areal recor of the Carayan Valley. They observed a target feverable for strafing advance six strafing passes of the target mich was near kineause (16 50'-121°50'). On the last strafing passe the wingman closed to 100 feet of the ground before breaking off. He was then observed to crash hand a into the ground, cart wheel times and end un on it's back where it turnst into flare. The wingman circled the area but observed nothing and was confident that the pilo had been killed

THIS PAGE IS UNCLASSIFIED in the crash. The shools were set is noticed to include, stereotype's four letters and personal verters of conducates a next of kin, I let officer lords a sublatte, 12.2905 and to his note the origins but underirable de ters kla resign the some who had given his tir for its country, for the our case of history, the story surt and there, for in the chronological listing of fact required in a require historical record e cannot look into the Power for the drawatic conclusion of this occurrence. pulp megarines featuring swistion stories of the per occurred the afternoon of 12 larch. One of the ilots of a pair of 1-A/'s returned to base with the Japanese equivelent of our .5 cal amor piercing cartridge embeded half way into the bottom of the perceivte on which he had been sitting. The spent cartridge out found is ide the perceivte and as nicely bent. The F-51's on an errod reace the efternoon of 1 , arch strafed on area near 150 Dam ( $10^{053}$ 1-101001) and succeeded in destroying 3 trucks, fixely care and one probable field during Fight I-11's or a mission to both the highest bridge at appeal in Northern lumon on the merning of larch 17th chalked up excellent results by destroying the bridge and its approaches, destroying several assorted enal buildings and causing a terrific explosion believed to be an arunition durn which the ergs had built under the scattern end of the bridge. Just to add a little fun to the mission the planes made thirty strafing messes on the near by town of latter probably destroying an ergor radio Starting on Earch 20th and continuing until the setual land-ing took place this squadron flew moverous aboto and visual reconnectance missions over the language area of the southeastern tip of uson pathering information to be used in planning and correction out this supplicious assault a minst the Japs in the continued atteriors effort to rid the Philippines of the yellow courses which had enveloped the islands three years previous. two I-5. Is on a visual reco on 21 Herch destroyed a readen bridge illustrating the fractiveness of six cal .50 mechine runs. Digit I-51's or il earch and 22 learch attacked the torm of Dontoe creating havoe among the Jay occupied buildings in the torm. 32 beaks and 55 strafing passes destroyed and damaged a total of 25-30 buildings in the torm and machine cums concentrate in practically every building in the area. True, most of the camere was not determined, but the size growing diglike of these planes that were constantly keeping them in for helps and under cover as not decreased by this mission. The intelligence officer of the Squadron was joing through the routine commications delivered to the section of the morning of March 23rd. Suddenly cometring caught his eye. It was a routine report of a mission flown by mother scuadron of the Fifth air Force. One of the planes had cichted, spelled cut in banboo strips the words "Lt all alka American Filot



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110TH TACTICAL H.CO. ALSSALCE SQUASSOIL 71ST TACTICAL RECOGNADA ANDE CHOUF ATO

Init: Bat Date: 4-15-45

12 March 1945.

Summary of activities for the period 1 March - 10 March 1945.

- A. Surface wes el and subsarine sightings:
  - (1) Twelve barges sighted at Fara Jal LIVIR (14 deg 20 min 121 deg 26 min) 1 Lar.

  - (2) Eight be pes sighted at FACAJAN ATMER 2 par
    (3) One demaged currectank sighted at FACAJAN ATMER 2 par
    (4) Lighteen sai boats sighted at FACAJAN ATMER 2 par
    (5) Nine barges sighted at FACAJAN RIVER 2 par
    (6) VIOTON BANCH sighted at FACAJAN RIVER 2 par
    (7) Ten barges sighted at Da. Juni (17 deg 22 min 121 deg 28 min) 5 par
    (8) Two VICTON BANCH sighted at CABAGAN (17 deg 12 min 121 deg 53 min)
  - (9) Two barges sighted at 100006 (14 deg 31 min 121 deg 15 min) 9 Mar
- N. Surface vessels and submarines destroyed: Nil.
- C. Surface vessels and submarines damaged: Nil.
- D. Barges destroyed:

  - (1) one barge destroyed by strafing at FAGSANJAN RIVER 2 Lar (2) One barge destroyed by strafing at C.BAGAN (17 deg 25 min 121
  - (3) One barre destroyed by strating at NAGUI IAN (17 deg 02 min 121 deg 05 min) 8 Mar
- Paryes dama ed:
  - (1) Fight barges destroyed or demaged by strafing at FACSAIJAN MIVER
     (1) deg 20 min 121 deg 20 min) 1 Mar
     (2) Six barges demaged by strafing at FACSAIJAN MIVER 2 Mar
- F. Enemy aircraft destroyed in air: Wil.
- G. Enemy sircraft destroyed on ground:

  - (1) One Betty bomber destroyed by strafing at TUULBUARAC A/D 2 Mar (2) One T/B plane destroyed by strafing at TUULBUARAC A/D 2 Mar. (3) One plane destroyed at GARIT NOME (16 deg 40 min 121 deg 38 min) 5 Mar
- E. Enemy aircraft damaged in air: Nil.

SECRET

THIS PAGE IS UNCLASSIFIED (1) Pour aircraft departed by strong at Gall acted (16 des 20 min -Ground installations destroyed: (1) One Hips dut destroyed by bombing at DUGC (15 deg 16 min - 121 deg 21 min) 1 her (2) The Parracks destroyed by booking and strafing at Gaul NC.2.

(2) The Parracks destroyed by booking at the Market Gaul NC.2.

(3) Cas Suilding destroyed by booking at the Market (1) day 36 min - 120 day 20 min) 3 Mar

(4) One Ripe barracks destroyed by strafing on highway 5 (1) day 42 min - 121 day 38 min) 4 mar

(5) Dridge destroyed by booking at Ilaran 7 Mar

(6) The law buildings, 1 - 3 small amod dumps destroyed by booking and strafing at January (16 day 25 min - 121 day 04 min) 9 mar

(7) One building, gas and amod dump destroyed by booking and strafing at TOUTGARNO a/D 10 Mar (1) One truck demanded by straining at Mighray 15 (17 deg 2 min - 12) deg (2) One redar instal ation damned by strafing at Gaul HCAT (12 deg 09 min - 120 deg 40 min) 1 mr (3) One truck damaed by strafing at Gaula C (17 deg 27 min - 21 deg L. Estimated number of eno- troops killed or mounded: Inknown. F. Our lanes lost to enery action: (1) Tilot believe loss due to enery action at Tool Don A.D (17 deg nin - 121 deg 45 min) 2nd Lt Lobert J. Thompson, 0-521850. 3 Lar N. Our planes seriously damaged by enemy action: Nil O. Our person el killed or missing in action: (1) 2nd it Robert J. Thompson, 0-821880.
(2) F/O Lorris J. Washatka, T-124905. Filot was strafing and ment directly into the ground, pilot listed as killed in action later changed to missing in action after report from Guerilla reported him a live. 16 Mar P. Cur person el wounded: Wil Q. Interception: Nil R. Bombs dropped by type:

(2) Bomb, demo, 500 lb.

12.25 tons

S. Ammo expended by type:

- (1) Cartridge cal. 50, Al, 1, & T, 80,100 rounds.
- T. Number of combat missions flown: 70.
- U. Number of combat sorties flown: 194
- V. Combat time: 404:15.
- W. Total flying time: 570:05.

SECRET

THIS PAGE IS UNCLASSIFIED THOSE TACTICAL RECORDED SALCE STUDENCY THAT TACTICAL RECORDED SALCE GROW Init: But Date: 4- 15-45 Survey of activities for the period 11 Larch - 20 harch 1905. Lurface wester and submarine sightings: (1) Two sai boats si bted at Lalya (1 deg 41 min - 21 deg 24 min) 1 lar.
(2) One lug er sighted at San VICTOR (18 deg 30 min - 22 deg 39 min) 2 lar. burface vessels and submarines destroyed: Mil. Surface was els and submarines dama ed: (1) One lug or damaged by strafing at Saw VICINIE (18 deg 30 min - 122 deg 09 min) 20 war D. Barres destr yed: Nil newy aircraft destroyed in air: ail. Enemy aircraft dama ed in air: il. Freny aircraft destroyed on round: ii. Energy aircraft damaged on round: Bil Ground installations destroyed: (1) One building destroyed by strafing at SASTAGE (16 de 37 min -(1) One building dectroyed by straining at Sailland (10 00 37 min - 120 dec 20 min) 11 mar

(2) Three trucks, six staff cars, and one possible fuel dump destroyed by strafing at 110 Daw (14 deg 53 min - 121 deg 09 min) 13 mar

(3) One cun position, one mina but and one building destroyed by strafing at Sail FinalDO (16 deg 37 min - 120 deg 20 min) 14 mar

(4) One bridge, two buildings, and small ammo dump destroyed by combing at AFA all 17 Mar (5) One building and supplies destroyed by strafing at Sai Fillado (16 deg 37 min - 120 deg 17 min) 17 Mar (6) Four - five huts destroyed by strafing at BUYUN (18 deg 14 min -121 deg 50 min) 20 Mar K. Ground installations damaged:

THIS PAGE IS UNCLASSIFIED (1) One pontoon bridge descred by strafing at PATA PC.G (16 deg 16 min - 121 deg 06 min) 11 Lar

(2) dridge descred by borbing at Park M. Far

(3) One truck descred by strafing at TUGUS a.G. 17 ser

(4) Two gam position descred by strafing in GaGAYAN VALRY 17 Far

(5) Three - four buildings at rader station and two trucks descred by strafing at FATA (1 deg 15 min - 121 deg 50 min, 17 ar

(7) One truck descred by strafing near SAN MALADO (16 deg 37 min - 20 deg min) ar 20 deg niu) ar (7) One bui din deward by strafing at aCC to 1 aCD (26 deg 29 min -Istimated number of enemy troops killed: Unknown. Cur plenes lost to energy actions: Hil. Parbs dronned: (1) Porh, done, 50 lb. 2.51 tons S. Am o ex ended by tyre: T. Aurher of combat missions flown: 54 1. Number of contat serties flown: 137 . V. Combat time: 359:15 W. Total flying time: 38:05

LIOTE TACTICAL RECO. ALCOHOL SQUALRO 71ST TACTICAL ROOM AISCANON GACEF

Auth: G.G. Init: But Date: 4-15-45

22 Harch 1945

Summary of activities for the period 21 March - 31 March 1945.

- A. Surface vessel and submarine sightings:
  - (1) One VICTOR ATTE Laurer si hted at AFARRI (18 deg 22 min 121 deg 74 min) 21 Mar
  - (2) Leven freighters sighted in Barbor at TakaC (22 deg 37 min 120

  - deg 15 min) 23 Mar.

    (3) Two barges sighted at 41 April on CaCayan RIVER 2/ Lar.

    (4) Six seven barges sighted at 141-10 2/ Lar

    (5) Four five barges sighted at TL ALLI (17 deg 17 min 121 deg 19 min) 2/ Mar.
  - (6) Four barges sighted at valua IMA (18 deg 60 min 21 deg

  - 39 min) 25 Lar.

    (7) One land has a sinhted at a soul ( 6 deg 52 min 121 deg 36 min) 20 Lar.

    (8) Twenty thirty boats in the an lead of Lota MV k 27 Lar

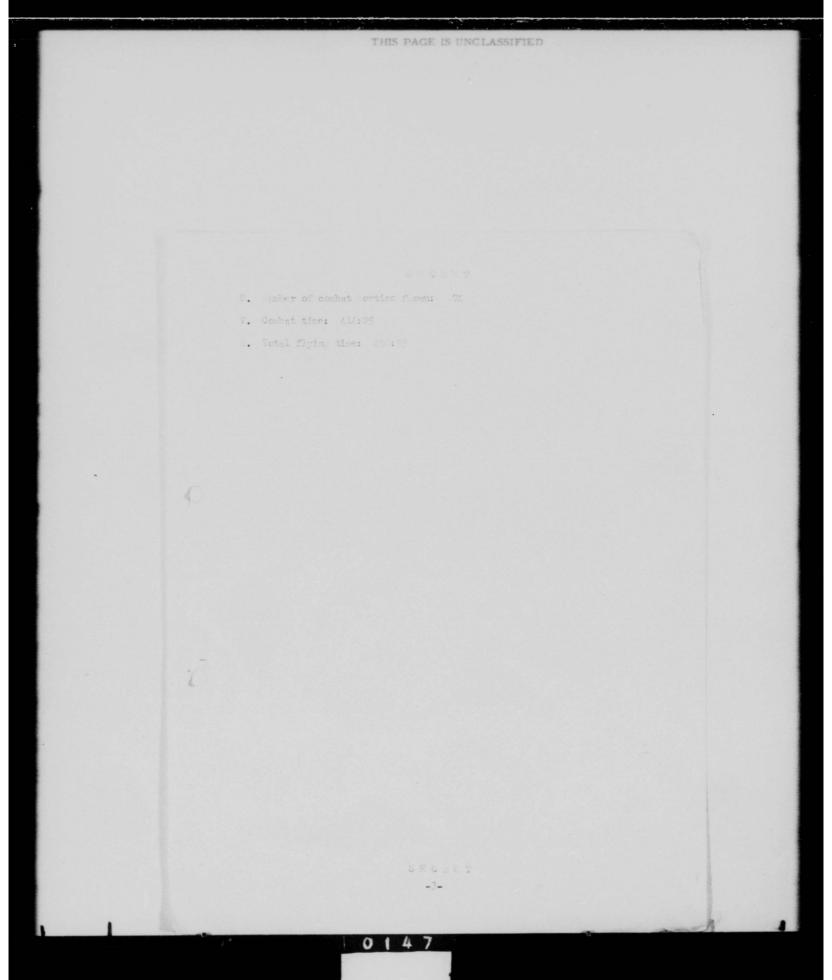
    (9) Six ten barges min'te at lead of Full MV k (14 deg 42 min 121 deg 37 min) 30 Lar.
- B. Surface vessels and subparines destroyed:
  - (1) One VICTOR A IP larger dostroyed by strafing at A ANII (15 deg 22 min - 121 dec 39 min) 23 Lar.
- C. turface vessels and submarines damaged:
  - (1) One VICTOR and Lug er damaged by straffing at AFFair (18 deg 22 min 121 deg 34 min) 21 Mar
- D. Parges destroyed: Mil.
- E. Bar es damaged:
  - (1) One bar e damaged by strafing at DallO ZA Har.
    (2) Four barges demaged by strafing at CaGAYAN TIVER (18 dec 06 min 121 deg 39 min) 25 Mar.
- F. Energy aircraft destroyed in air: Mil
- G. Enemy sircraft damaged in sir: Bil
- H. Enemy aircraft destroyed o round: Mil
- I. Enemy aircraft demaged on found: Mil

SECRET

THIS PAGE IS UNCLASSIFIED 3 min) 26 Ler (6) One building destroyed by strafing at Gallana 1000 (5) des 62 min -. Ground insta letions decored: (2) Nime - twelve buildings denaged by bombing at 20,700 21 er (3) Church denaged by strafing believe to be also dury at 1,711.0 (14 deg 26 min - 121 deg 25 min) 26 Mar (A) Tride damaged by bombing scuth of a 1 G ( deg 40 min - 121 deg 44 min) 2/ her

(5) One suggested radio station demand by strafing at Ta 17 a ( 7 der 0 min - 121 deg 14 min) 20 her

(6) One gun position restroyed or damaged by strafing along lighway 5 31 her I. Our planes lost to energ actions: [i] C. Cur personnel killed or missing in action: Wil .1. Our personnel wounded: Wil (1) Bomb, demo, 500 lb. 31 tons (2) Bomb, Srap, 260 lb. 5.20 tons L. A copen ed by type: (1) Cartridge cal. 50, API, I, & 1, 40,050 . Aumber of combet missions florm: 59



## CONFIDENTIAL

110TH TACTICAL RECORDATES ANCE SQUADRON 71st Tactical Reconnaissance Group

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FILAL MIS TON REPORTS

- 60-0-7-E, Sq Mission No 862, 110th Tac Ren St, two P-40's.
- TOT 0750-0910
- TL 1000 Alt 12,000 ft. to minimum

  D. One individual strafing pass on truck on highway obtained hits.
- D. One individual straing pass on truck on highway obtained hits.

  E. through H. Mil.

  I. Highway from BALETE PASS north to ALCALA, then south over same route.
  From ILAGAN east bank highway to ALCALA, all bridges serviceable or with serviceable temporary birdges alongside. Highway appears to be well used. Large bomb crater on TUGUEGARAO A/D almost filled. 100 ft. east of northern section of north-south runway at TUGUEGARAO, were about 5 cares with grass covers over them. Observed many newly constructed mipa type huts in towns along route. These were a lean to type building built without stillts.
- Ground fog and strate cumulus layered from groun to 7000 ft. over mountains and valley.
- K. Nil. L. 300 X .50 cel.
- A. 60-C-8-E, Sq Mission No 863, 110th Tac Ren Sq, two P-40's.
- VR 7 3.
  - TOT 0820-0930
- Alt 7000 ft. to minimum TL 1010
- D. Strafed Nip soldiers at KAYAPA, killed one. E. through G. Nil.
- H. 10 ft. of gun camera film from 100 ft. of Nips in section of road, neat
- Base to BAGUIO to east to highway #5 then to BAGABAG then to APARKI. In vicinity of KAYAPA observed 13 Nip soldiers, armed and with packs, on road, froze as planes appeared. Could not tell direction they had been
- J. CAVU in vicinity of BAGUIO.
- Nil.
- L. 100 X .50 cal.
- A. 60-C-13-E, Sq Mission No 864, 110th Tac Rcn Sq, eight P-40's.
  B. Bomb and strafe targets of opportunity on highway # 5 BONE to ECHAGUE.
- TOT 0830-09L5 TO 0800
- TL 1015
  Alt 1500 ft. to minimum
  At 16 deg 36 min N-121 deg 20 min E, 5 bombs on Jap bivouac area resulted in end of one mipa hut bolwm out, mil other observed results.
- 16 individual strafing passes, hits but nil obserbed results. E. through H. Nil.
- I. Route: Highway #5, BALETE PASS north to ECHAGUE.

```
BAYOMBONG, gray camouflaged sedan against house and tree and on main
     street. Filipino dressed individuals nearby so did not strafe. Observed
     many women and w icldren in town.
     On hill top was a large revetment, unoccupied, evidently a look out post
commanding valley. There were a series of trenches all around hill and a short distance west were 5 or 6 smaller mips huts, not on stilts.

J. Weather, ground fog up to 6000 ft.
K. Nil.
L. 8 X 500 inst demos bombs, 3 of these were dids.
     3100 X .50 cal.
A. 60-C-9-E, Sq Mission No 865, 110th Tac Ren Sq, two P-40's.
     VR +
    TO 0830
                       TOT 0900-1030
                       Alt 8000 ft. to minimum
     TL 1100
    through H. Nil.
    Recco of area north of LAGUNA DE BAY AND EAST COAST OF LAGUNA DE BYA
     including INFANTA.
     About 5 miles northwest of BOSOBOSO saw 3 or 4 felled trees across
    road and no smallhill about 100 yards away were series of fox holes or
    machines gun positions commanding road blocks.
     3 large warehouses at PUERTU REAL 2 miles south of staff car mentioned
    above. Warehouses were between town and coast. Slit trenches on
    coastal area and had been dug since last recco.
Three miles west of DNFANTA as planes rounded curve in road and saw
flame clad individuals taking cover.

J. CAVU over coastal plain and over IMFANTA.
Closed by weather over eastern mountains. K. through L. Nil.
A. 60-C-17-E, S_{\rm q} Mission No 866, 110th Tac Ren S_{\rm q}, four P-l_10's. B. Escert one B-25 photo ship to ANTIPULO and strafe PANTAY as diversionary
    maneuver while photos being taken.
                  TOT 1210-1330
    TO 1140
    TL 1400
                      Alt 10,000 ft. to minimum
D. Mission completed, except for strafing.
    through H. Nil.
    Nil sightings.
    En route and return: 5/10 covered at 4500 ft.
    Overtarget: 3/10 covered at 4500 ft.
K. Nil.
L. Nil.
A. 60-C-10-E, Sq Mission No 867, 110th Tac Ren Sq, two P-40's.
B. VR # 2.
                      TOT 1330-1/150
    TL 1515
                      Alt minimum
    2 individual strafing passes on radar installations at GARIT NORTE.
    through H. Nil.
    Route: Base to BAMBANG thence up highway # 5 to CAMU.
    Special recco of OSCARIZ showed no indications of Nip activity. No
    Filipinos seen in village, no unusual track indiciations of vehicles.
    Town had patches of trees, some so thick could not see what was beneath
    them but observed no trake signs leading into the.
    Sam situation observed in towns to north, MURCNG, CURAG and MARASAT.
```

THIS PAGE IS UNCLASSIFIED All roads seemed in good shape and bridges that were out had temporary structions alongside.
Air strips at ILAGAN and GARIT NURDE were serviceable.
CAVU over CAGAYAN VALLEY. Solid overcast based at 7000 ft. over mountains. K. Nil. L. 400 X .50 cal. A. 60-C-11-E, Sq Mission No 868, 110th Tac Ren Sq, two F-ho's. VR # 3. TOT 1500-1630 TO 1430 Alt 1000 ft. to minimum TL 1700 through H. Nil.
Route: Base through BALETE PASS and up CAGAYAN VALLEY to TUGUEGARAO thence southwest to LUNA and return along coast. 2 personnel riding food appearing horses along road to the southwest at 1 mile northwest of PINGKIAN. 3 to 4 miles northeast of M.RASET GRANDE two people dove off road for cover. J. En route and return: CAVU. Nil. K. Nil. 60-C-12-E, Sq Mission 869, 110th Tac Ren S., two P-40's. B. VR # 4. C. TO 1400 TOT 1/45-1600 TL 1630 Alt 5000 ft. to minimum Strafed as directed by BYGULE. 10 individual strafing passes on 10-12 camouflaged barges tied up to bank along both sides of PAGSANJON RIVER. 2 barges damaged, 6 barges hit but extent of damage unknoww. E. through H. Nil.

I. Barges mentioned in paragraph D were tied up to shore on both sides of river for a distance of approximately 2 miles. Barges are came flaged with green leaves and branches. Two barges believed loaded. Others unknown. Nil personnel observed. rossible cave about 10 by 12 ft., about 50 ft. above road in hill at approximate position 12.9-63.8. Opening covered with grass or palm leaf camouflage and not positive what cave may have been. J. CAVU. K. Nil. L. 1350 X .50 cal.

110TH TACTICAL RECOMMAISSANCE STUDENT 71st Tactical Reconnaissance Group APO

2 March 1945

TO: Commanding General, Far Bast Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FINAL MISSION REPORTS

A. 61-C-8-E, Sq Mission No 871, 110th Tac Ren Sq, two P-40's.

B. VR # 2.

TO 0720 TOT 0800-0915

TL 0935 Alt 10,000 ft. to minimum.
Two individual strafing passes on tunnel mouths at 18 deg 02 min N121 deg 39 min E, saw hit in tunnel mouth but no secondary resutls.
through F. Wil.

Slight, medium, inaccurate, minimum altitude from foothills east of highway # 5.

Nil. I. Route: Base to BAGUIO over morthern moutains thence to CATUGAN thence CAGAYAN VALLEY. In small foothills 1000 yards east of highway #5 were four tunnel openings facing to the south. Mouths were about of t. wide and 10 ft. high. Located at toe of slope where vehicles could drive into them. Observed fresh dirt from bulldozed road leading to two entrances. One mill south towards BAGUIO was saw mill in operation.

J. Low hanging clouds from 300 to 1500 ft. in CAGAYAN VALLEY south of

line 17 deg 15 min N. Balance of route CAVU.

K. Nil.

L. 150 X .50 cal.

A. 61-C-9-E, So Mission No 872, 110th Tac Rem So, two F-40's.

VR # 3. TO 0755

TOT 0820-0925 Alt minimum TL 1015

5 individual strafing passes on caves, but and grass covered objects under trees along road about 1 mile south of NAGUILLIAN with hits but nil observed results. 1 individual strafing pass on grove of trees and scattered houses

mile southwest of caves, nil results observed. 1 individual strafing pass on canouflaged plane at TUGUEGARAD strip.

through G. Nil.

H. Yes, 15 ft. of gun camera from 300 ft. of caves and fuel dump about 1

mile south of NAGUILLIAN.

I. Base to NAGUILLIAN then east to upper CAGAYAN VALLEY thence to TUGUEGARAO thence to Base. One mile south of NAGUILLIAN on highway at point indicated as ammo an fuel dump on photo #116. These were strafed with hits but no fire or

explosions resulting.
In area at bend in river labeled TROOPS, TRUCKS, and SUPPLIES, trees permitted good recco but no visible sign of present occupancy. Most of

buildings had been destroyed by fire.

J. CAVU. K. Nil.

950 X 150 cal.

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61-C-10-E, Sq Mission No 873, 110th Tac Ren Sq, two P-40's.
     VR - L.
     TO 0830
                          TOT 0910-1015
    TL 10/5 Alt 5000 ft. to minimum
BYGOME directed A/C to strafe Jap barges on PAGSANJAN RIVER.
19 indicidual strafing passes on 8 well camouflaged barges stretched
     for a distance of 3000 yards to the south and starting approximately 1000 yards from the mouth of the river. 6 barges hit and damaged but
     nil fires resulted.
     through H. Nil.
I. Moute: Base to WAWA-LOOBAC area, thence direct to PAGSANJAN RIVER and
     direct to base. Two berges in river were burning and were completely destroyed when planes arrived over target. Unknown if barges were
     looded as they were extremely well-camouflaged with palm leaves and hidden
     along niches in banks of river.
     Surge tank at position 29.8-38.5 was spurting water badly, apparently as
     a result of strafing.
     18 sail boats with brown sails and loaded with personnel in LAGUNA DE BAY
     heading west toward NAGSULO.
     Observation made from 3000 ft. and unknown how personnel were dressed or whether they were Japs or Filipinos.
    En route, over target and return:
J.
K. Nil.
L. 1800 X .50 cal.
61-C-11-E, Sq Mission No 874, 110th Tac Ren Sq, two P-40's.
B. VR # 2.
C. TO 1245
                          TOT 1300-1345
                         Alt 3000 ft. to minimum
     TL 1400
D.
    through H. Nil.
I. Reccoed from b ase north to SAN FERNANDO and NE through mountains for
     20-25 miles, then return because of SNAFU.
On small hill about 200 ft. high on south side of town of SAN FERNANDO
     was a circular steel object set flush with the ground. Object was
     15-20 ft. in diameter and looked like the top of a large oil tank. One half mile east of SAN FERNANDO on RR track was a burned Jap
     medium bomber, possibly a DEMAH. One person, probably a crew member, was lying near by and had been badly burned. Crash appeared very
     recent, possibly from last night.
    CAVU.
K. One plane SMAFU with rough engine, so both planes returned to base prior
to finishing reccol.
L.
     Nil.
A. 61-C-12-E, Sq Mission No 875, 110th Tac Ren Sq, two P-40's.
     VR # 3.
TO 1515
                          TOT 1540-1600
                         Alt 12,000 to 6000 ft.
    Mission incomplete due o low oil pressure. through H. Nil.
     TL 1615
     Nil.
J.
    .8 coverage at 6000 - 11,000 ft. over western mountains.
     CAGAYAN VALLEY, CAVU.
K.
```

```
61-C-13-E, Sq Mission No 876, 110th Tac Ren Sq, two F-Lp's.
                                                             Time over target 1145-1600
         Take off 1405
                                                            Altitude 5000 ft. to minimum
         Time landing 1630
      10 individual strafing passes resulted in firing one large serviceable barge which was burning well as planes left in PAGSANJAN RIVER.
barge which was burning well as plenes left in PARSARGAR RIVER.

E. through H. Nil.

I. Route: Base to TATTAY to observe for BYGONE, thence north, east and southern land areas adjoining LAGUNE DE BAY, thence to Base.

On PAGSANJAN RIVER, from 1h deg 19 min N-121 deg 27 min E, to point 5000 yards up river, sighted 9 barges scattered along banks, excellently camouflaged with leaves and trees. Two sighted in morning receo not present, possibly moved dince morning. Of 9 sighted, 8 were after from mornings attack with black oil smoke.

On east side of PILA was 1000 ft. northwest-southeast strip with L markers on corners, no revenuents, no buildings and no signs of usage.
         markers on corners, no reverments, no buildings and no signs of usage.
          No NL panels.
         Nil.
1200 X .50 cal.
      61-C-16-E, Sq Mission No 877, 110th Tac Ren Sq, four P-40's.
Bomb and strafe TUGUEGARAO AIRDINIE.
Take off 1500 Time over target 1545-1605
Time landing 1700 Altitude 5000 ft. to minimum
         Two bombs crater middle center of runway.
          Ten individuals strating passes resulted in increasing volume of black
          smoke from BETIY bomber, hits on reported transport with unobserved
         results. through F. Mil.
         Slight, medium, insccurate, at 1500 ft. from unobserved position over TUGUEGARAO AIRDROMB. Three rounds below and behind, about 20mm size
          but bursts were purplish blue in color.
           Mil.
  1. Route: Base direct to target and return.
North runway of TUGUEAGARAO AIRDROME, on west side 2/3 of strip to north
          was BETTY bomber with one wheel collapsed. Seemed in good condition, printed a bluish black, with usual roundels.
          About 600 yards north of reported transport and under canouflage were
           two dummy aircraft.
       Bomb holes on strip before attack so positioned that landing could be made but would be very hazardous.

3 at 6000 ft. over target area. Overcast over mountains at 11,000 ft.
Did not make additional strafing passes or cover entire target area
        due to propeller trouble.

2 X 500 lb. demo bombs, 1/10 delay fuse, dropped on target

2 X 500 lb. demo bombs, 1/10 delay fuse, jettisoned in harbor by SMAFU
           and escort.
           2500 X .50 cal.
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110Th TACTICAL RECOMMISSIONS SAWA HON 71st Tactical Recommaissance Group

TO: Commending General, Fer East Mir Forces (1), APO 925. Att: AD of S, A-2. (Through Channels)

# FINAL MISSION REPORTS

- 62-0-8-E, Sq Mission No 878, 110th Tac Ron Sa, two P-10's.

- TOT 0730-0900 Alt 7000 ft. to min mum
- AUGUEGARAO A/D: One bomb cratered center of runway one third from south end. Other bomb a dud.
  Four individual strafing passes on camouflaged T/E plane reported as transport west of north end of runway resulted in richochets from engine and increasing column of white snoke about 20 ft. high. through H. Wil.
- L. Base to BANDANG thence north on highway 5 to TUGUEGARAO thence to base.

  Air strip west of ECHAGUE is serviceable with few craters around edges having been filled. Much motor vehicle tracks from highway 5 to west and of strip. Track signs appeared fresh.

  Air strip at CADAGAN was serviceable with freshly filled bomb craters.

  Birt strip and showed wears track signs have manyery hellowed to be from

Dirt strip and showed recent track signs down runway believed to be from A/C. Was vehicular track sign from highway to strip but could not determine age of signs. Seen on strip were 3 Filipino dressed individuals who may have filled bomb crater though no tools were seen.

- J. CAVU.
- K. Nil.
- L. 1 X 500 lb. 1/10 sec. delay demo bomb on target. 1 X 500 lb. 1/10 sec. delay a dud on target. 560 X .50 cel.
- A. 62-0-9-B, Sq Mission No 879, 110th Tac Ren Sq, two P-Lo's. B. VR # 3.
- B. VR = 3. C. TO 0720 TOT 0750-0915
- Alt 10,000 ft. to minimum. TL 0950
- Two 500 lb. demo bombs dropped on A/S at GARIT MORTE. Both bombs were duds. Nil results.
- E. through H. Nil.
- Route: Base to GARIT MORTE then north along CAGAYAN RIVER to NAGUILLIAN then northwest to CALANA then return along east side of foothills west of CAGAYAN VALLEY and through BALETE PASS.

  One U/I demaged S/E Jap aircraft in reversent off southwest end of strip Unserviceable A/D two or three miles west of TUBOC (16 deg 16 min N-121 deg 17 min E). Nil activity or equipment.

  J. Enroute, over target and return: CAVU. of GARIT HORTE.

- K. Nil. L. 2 X 500 lb. demo bombs dropped on target. Both were duds.

```
A. 62-C-10-E, Sq Mission No 880, 110th Tac Ren Sq, two F-ho's.
B. VR = h.
C. TO 0725 TOT 0810-0910
                                                                      Alt 5000 ft. to minimum.
 D. Through H. Nil.
 I. Route: Base to NAWA and foothills to the east, then along north shore of LAGUMA DE BAY and area to the north and thence to Base.

At approximate position 07.8-67.3, on top of a knoll are two large boulders approximately 10 by 20 ft., separated by about 6 ft. The space between the boulders is covered with a wooden framework and all the policy is discussed to be a sequence of the space between the boulders is covered with a wooden framework and all the sequence of the sequ
              dirt, making it difficult to observe. Unable to see into this position but it would be an excellent emplacement for a M/G covering area to the west. Friendly troops 1000 yards or so to the west. Rain showers cover
                some of area.
           CAVU with scattered rain showers.
 K.
 L.
             62-0-15-E, 3d Mission No 881, 110th Tac Ren Sq. four P-40's.
Bomb and strafe SAN FERNANDO (16 deg 36 min N-120 deg 19 min E) as directed by 3030 5.
TO 1200 TOT 1230-1345
                                                          Alt 5000 ft. to minimum.
                TL 1/15
 D. Four 5000 lb demo bombs in targer area on ridge indicated by J0J0 5.
Wil results observed because of heavily forested area.
Lo strafing p sees from north to south along top of riadge. Wil
               observed results other than many grass fires.
  E. through H. Nil.

I. Small individual fox holes scattered over ridge. Approximate position
               of center of ridge 05.3-107.3.
  J. CAVU.
  K. Good radio contact and pilots appreciate excellent job of direction
                and explaining done by Jodo 5. Targets were clearly defined permitting pilots to perform mission with complete success.
  Map reference: 1/50,000 yard frid NAGUILLIAN 3260-IV.
L. 4 X 500 lb. bombs instant fuse, dropped on target.
                5350 X .50 cal. est. expenditure.
   A. 62-C-11-E, Sq Mission No 882, 110th Tac Ron Sq, two P-10's.
  B. VR # 2.
C. TO 1250
                                                                         TOT 1315-1500
            TL 1520
Alt 10,000 ft. to minimum
Two 500 lb. demo bombs dropped on R/W at the A/D west of town of
ECHAGUE. One bomb cratered center of R/W and second bomb was a dud.
Our losses: 2nd Lt. Robert J. Thompson, 0-821860, (MIA).
Shot down by enemy M/G fire over TUGUEGARAO A/D in P-LO No. 44-7560
                 at 1415.
    B. through F. Nil.
G. Heavy, M/G, accurate, minimum altitude, from wooded areas 4000 yards NE of corner of TUGUEGARAO A/D. One A/C destroyed.
                Nil.
    I. Cratere aused by bomb dropped by same flight this morning on TUGUE-
GARAO A/D had already been filled.
```

```
A/C strafed on this A/D by same flight this morning observed with
       front burned off.
       CAV. .9 covered over mountains. Heavy ground smoke from fires
       in CAGAYAT VALLEY.
       2nd Lt. Robert J. Thompson, 0-821880, shot down in P-10 No. 141-7560 at 1145/I over TUGUEGARAO A/D, Luzon.
2 X 500 lb. demo bombs, 1/10 sec delay, dropped on target.
       1100 X .50 cal.
      62-C-12-E, Sy Mission No 883, 110th Tac Ren Sy, two P-40's.
     VR 77 3.
TO 1355
B.
C.
                                     TOT 1435-1515
       TL 1510 Alt 7000 ft. to minimum

Bombed A/D at GARIT WORTE. Two 500 lb. demo bombs dropped on nipa type
barracks area just N of end of R/N. 5 barracks completely destroyed by
bombing. 16 individual strafing passes on same area resulted in at least
         more barracks completely destroyed by fire.
       through H. Nil.
       Route: Base through BALETE PASS up GAGAYAN VALLEY to CALANA and return. Bomb crater in center of R/M at GARIT MORTE was apparently result of dud dropped by same flight this morning. 2 men dressed in G strings observed walking along tail at position 17 deg 255 min N-121 deg 22 min E, do re for cover when planes passed over. Planes returned later and saw them
       once more dive for co er.
       Nil.
К.
L. 2 X 500 lb. demo bombs
       1800 X .50 cal.
       62-C-13-E, So Mission No 884, 110th Tac Ren So, two P-51's.
       VR # 1.
TO 1330
TL 1540
B.
                                      TOT 1/10-1500
C.
                                     Alt 2000 ft. to minimum
D. Through F. Nil.
G. Slight, light inaccurate, at minimum atlitude, from M/G position in open field vicinity of 14 deg 28 min N-121 deg 17 min E.
 I. Route: Base to east of MANILA, thence area north, east and west of
       LEGUNA DE SAY, thence return.

At 14 deg 28 min N-121 deg 28 min E, southbound 15 ton stake body truck, could not obtain good sighting due to difficulty infollowing timber covered twisting hill road.
       .4 at 5-10,000 ft. north of MANILA, .2 at 3000 ft. south and east of MANILA.
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Contact with ground station very poor over western LAGUNA DE BAY. No

contact further east.

110TH TACTICAL RECONNAIS ANCE SQUADION 71st Tactical Reconnaissance Group APO

4 March 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

TOT 0755-0900

### FINAL MISSION REPORTS

- A. 63-C-9-E, Sq Mission No 886, 110th Tac Ren Sq, two P-40's.
- TO 0715
- Alt 3000 ft. to minimum TL 09/15
- Route: Base to MARIKINA A/D then area surrounding LAGUNA DE BAY. Four new camouflaged green staff cars hidden under trees from town of MATBANGAL. Also one, same type, not camouflaged. 10-15 fox holes empty, at base of trees on northeast edge of town. About 100-150 ft. north side of road was a large cave built into side of hill with an opening 12-15 ft. square, doorway well camouflaged with thatching material. Cave was on same level as road but no trail observed leading to it. Approximately 60-70 personnel, mostly men and believed to be Filipinos, headed north on road leading from town of SAN DIAGO.
  All waved as planes passed over. Groups of people carrying American and
  - Filipino flags were previously reported in this area. Small VICTOR BAKER type "G" barge anchored off shore near PARTE.
- J. CAVU.
- K, GOATEE tower temporally out and contact returned approximately 0940.
- 63-C-10-E, Sq Mission No 887, 110th Tac Ren Sq, two P-40's.
- VR # 2. TO 07 0 101 0810-0930
  - TL 1010 Alt 10,000 ft. to minimum
- Through F. Nil.
- Slight, M/G, inaccurate, at 1000 ft., from ANGADANAN TOWN, probably from church area.
- H. Nil.
- Route: Base north along coast to VIGAN, thence directly east to CAGAYAN VALLEY to TUGUEGARAO and south through BALETE PASS to ECHAGUE then direct to base. Silver P-47 belleyd in on beach at approximate position 12 deg 14 min W-121 deg 25 min B. Appeared to be pretty good ladning and plane had not burned.
  - In open field west of river and secondary highway at probable position 15 deg 40 min N-120 deg 20 min E, were about 50-60 men dressed in ordinary Filipino clothed, and a few armed with rifles lined up as if in
- review. On west side of bridge just west of IPIL was a new mipa building built on ground and about  $20\,M_{\odot}0$  ft.
- J. CAVU with haze over mountains.
- K. Slight squeal on BAKER channel all during flight.
- Nil.

```
63-C-11-E, Sq Mission No 888, 110th Tac Non Sq, two P-40's.
     TO 0915
                                 Alt 11,000 ft. to minimum
      TL 1130
    through H. Nil.
Route: Base to BAGUIO thence to TUAO and return by same route.
Approximately 60 men dressed similiar to Filipiros drawn up in formation in front of se col house at approximate position 17 deg 32 min N-121 deg
       28 min E. One man waved at planes.
K. Dropped message regarding plane shot down over TUGUEAGARAO A/D on strip
at TUAD. Message recoved.
 A. 63-C-12-E, Sq Mission No 889, 110th Tac Ren Sq, two P-40's.
B. VX # 4.
                                  TOT 1335-1140
C. TO 1300
                                 Alt 3000 ft. to minimum
       through H. Nil.
 I. Route: Base to foothills east of MT. ARAYAT thence south to LAGURA DE BAY
       where covered the northeast and south shore areas. thence return. Probable location 1h deg 56 min N-121 deg 11 min B, west of river we
       previously reported large truck size cave on east face of N-S ridge,
       observed two Nips racing for cave mouth.
 J. CAVU.
 K. Nil.
 L. Nil.
      63-C-14-E, Sq Mission No 891, 110th Tac Ron Sq, two P-40's.
       VR 7 3.
TO 1100
      TL 1600 Alt 11,000 ft. to minimum

Four individual strafing passes on serviceable 2 ton truck parked heading south on road just south of own of SAN PARLO. Many hits but nil
                                   TOT 14 5-1540
        fires resulted.
  I. Route: Base to TUAO to TUGUEGARAO, thence followed highway # 5 to
BALSTS PASS and then to base.
About one mile west of ORIOUNG perked on road heading NE, was a road
        about one affe west of Chicomb parked on road heading MB, was a road scraper that appeared serviceable and probably had been recently used. A Black smoke to 7000 ft. and dark orange flume to 30-50 ft. from buildings on either side of road on north side of town of BABBAG. Cause of fires
  J. .7 covered from mountains tops to 12,000 ft. Cavu from TUGUEGARAO south. K. Nil.
        900 X .50 cal.
```

110TH TACTICAL RECOMMAISSANCE SQUADRON 71st Tactical Recommaissance Group

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

A. 6/1-C-15-E, Sq Mission No 892, 110th Tac Ren Sq, 71st Tac Ren Gp, four F-40's.

B. Bomb and strafe road from ACOPS PLACE (16 deg 28 min N-120 deg 38 min E)

to AMBUCLAO (16 deg 28 min N-120 deg 45 min E).

C. TO 0910

TOT 0930-0945

TL 1030 Alt 12,000 ft. to minimum.

D. One 500 lb demo bomb hit about 10 ft. above road at positions (47.5-99.2) and blocked road for 15-20 ft. Road is temporarily out of service, however it can be repaired fairly quickly with good equipment. Other two bombs hit within 100 yards, one above road and one below with nil observed results. One bomb not dropped and was jettisoned in bay.

E. through H. Mil.

I. Nil sightings of activity or installations.

This spot would be excellent spot ofr future missions as, because of the heirpin turns, chances of hitting the road are good.

Map reserves: 1/50,000 yard grid GUSARAN 37/0-IV.

3 X 500 lb. inst bombs dropped on target.

1 X 500 lb. inst bomb jettisoned in LINGAYEN BAY, bomb denoted but no shipping in area.

A. 64-C-10-E, Sq Mission No 893, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-40's.

TL 1140 Alt 11,000 to minimum.

The objective of the seme type barracks. Unable to locate position because orea not covered by detailed map.

On July 12 min E) were 6-8 more of the seme type barracks. Unable to locate position because orea not covered by detailed map.

On July 12 min E) were 6-8 more of the seme type barracks. Unable to locate position because orea not covered by detailed map.

Tied up to shore at ferry crossing at CABAGER type "H" barges, lashed together. Frobably being used as a ferry.

On curve in read 32 of MAGULLIAN (17 deg 02 min N-121 deg 50 min E) was a camouflaged object covered with green branches, leaves, etc., and was about 8 ft. high, 12-14 ft. long and 4 ft. wide. Could not determine what was hidden under cemburlage.

At a position believed to be about 7 miles NE of BAYONBOGE (16 deg 29 min N-121 deg 19 min E) were 6-8 more of the same type barracks. Unable to locate position because orea not covered by detailed map.

One Jap DINAM believed serviceable, on south end of A/D at BAGA AG (16 deg 38 min N-121 deg 15 min E). The strip here is serviceable despite one

## CORFIDER 1AL

barracks on opposite side of wooded area north of the strip appeared serviceable. Roads in area appeared well used but all activity observed busble to observe into wooded area orth of strip. Marks on electric at TUAD looked as if plane may possibly have bellied in on the strip.

- 0.-C-11-E, Sq Mission No 89L, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-10's. Vi g . TO 0955
- At 3000 ft. to minimum.
- Moute: Base to LAME TALL to MA ILA to base. One truck uncomouflaged and one emouflaged staff's ir parked on road heading west 3 miles S. of IPO (13 deg 53 min N-121 deg 09 min E). Two Mips observed nearby dove for ower under truck. Wil sightings of enemy tanks south of LAKS TAAL.
- A. Ground station requested planes to recco south shore of LAKE TAML for tanks. Flanes reccoed as requested. Contents with ground station very poor because of poor discipline and heavy traffic.

  L. Mil.
- 64-C-9-E, Sy Mission No 895, 110th Fac Men Sy, 71st Tac Ren Cp, two P-40's.
- - TO 1000 TOT 1030-1145
- Alt 10,000 ft. to minimum.
- through G. Nil.
  18 X E-22, heading 200 degrees, altitude 9000 ft., starting approximately 4 miles NE of intersection of runways on A/D north of TUGUEAGARAO TOWN. 15 X K-22, heading 190 degrees, altitude 9000 ft., starting approximately 2 miles north of intersection of runways. 6 X K-22, heading approximately due north from TUGUEGARAD TUAN photo-
- 6 X N-22, heading approximately due north from TUGUEGARAO TOWN photographing A/D west of town.
  Weather on all strips was CAVU. Time 1100/I.

  1. Base to GARIT JORTS (10 deg h0 min N-121 deg 38 min E), thence to 18 deg 08 min N-121 deg h5 min E, thence return the same route.

  Airdrome at GARIT JORTS is serviceable with all runways craters filled.

  Airdrome at ANGADANAN VIEJO (16 deg h7 min M-121 deg h5 min E) is serviceable with to craters filled making one side of runway serviceable.

  Approximate location 17 deg 16 min N-121 deg h7 min E, in large clerring saw about 30 guerillas flashing mirror, waving white flag to attract attention of planes. And N.L., with U.S. and Filipino flags beneath letters, below t is, D-14 and below that ARM.

  About two miles east of BACULUD (17 deg 52 min N-121 deg h2 min E) observed four Nip soldiers lying concealed in grass. Appeared as though
  - observed four Mip soldiers lying concealed in grass. Appeared as though they had dropped as planes approached. Could not observe for rifles or
- packs. Nil sighings of Lt. Thompson's plane in vicinity of TUGUEGARAD.
- J. CAVU. K. through L. Nil.

# CONFIDENTIAL

- A. 64-C-13-E, Sq Mission No 896, 110th fac Ren Sq, 71st Fac Ren Gp, two P-40's.
- - 10 1435 TOT 1 55-1620
  - Alt 13,000 to minimum TL 1650
- Six individuals trafing passes made from LW to SE on two barges tied up to shore north of bend in river at CABAGAN (17 deg 25 min N-121 deg 16 min E) resulted in one barge burning with orange flame and light blue snoke to 100 ft., other boat had many hits and would probably burn also as it was the one already burnig. (These barges reported in Mission Report
- No 64-C-10-E, 5 March).

  through H. Nil.

  Route: Base to SANF EMMANDO PT. and east to BAGUIO, then across weather and contains NE to TUGUEGARAD A/D and eturn through CAGAYAN VALLEY and BALBIE PASS.
- Town of TUGUEGARAO (17 deg 38 min N-121 deg 45 min E) smoking from many
  - Cause unknown. fires. 2-3 miles SE of SAN FERNANDO (16 deg 37 min N-120 deg 19 min E) about 500 ft. east of RR was a Jap plane that seemed to have bellied into field and to be in fair condition. Plane had a 4 bladed prop and may possibly have been a GEORGE. Color was a dark green and had usual Jap roundels. On closer inspection, barges reported in Mission Report 60-6-10-B appeared to be large native dugout type cances pulled up on banka nd were not strafed as it was believed they belonged to natives living in regular Filipino sheaks nearby.
- En route .8 covered at 1000 ft. over mountains. Over target and return .3 covered at 5000 ft.
- L. 1000 X .50 vel.
- A. 64-C-12-E, Sq Mission No 897, 110th Tac Ken St, 71st Tac Ken Gp, two P-51's.
- B. VR = 2.
- C. TO 1500 TOT 1530-1700
- TI 1730
  Alt 12,000 ft. to minimum.

  D. 25 individual strafing passes on 5 serviceable planes on A/D at GARIT NORTE (16 deg 40 min N-121 deg 38 min E). One probable TOJO destroyed by fire. Many hits on other 4 A/C causing damage but nil fires.
  - One grass fire west of south end of strip where it appeared that personnel were attempting to extinguish fire.
- through F. Mil.
   Slight, medium, accurate and altitude minimum.
   Photos: 2 strips covering A/D, starting at town of IFTL (16 deg 42 min N-121 deg h0 min E) to GARIT MORTE on course of 160 deg. 2 strips covering A/D at AUGADATAN VIEJO, starting t north end of strip on course of 20 deg.
- All photos made at 6000 ft. I. Route: Base to GARIT MORTE and north to GAMU and return through SALETE PASS. On GARIT MORTE A/D there were 3 A/C hidden in trees north of strip. One was a T/E bomber, probably a DIMAH and 2 were S/E fighters. There was one single engine fighter in a clearing at north end of strip. Another single engine fighter under trees on southeast side of runway and one other probable A/C also in this area. All A/C were camouflaged with grass, branches, etc. and were difficult to see except on the deck, but allwere serviceable. Tail section of BETTY BUBBEN observed in field oneast side of road and east of airstrip.

# CONFIDENTIAL

Two serviceable trucks, possibly gas trucks, in revetaent east of north end of runway, canouflaged with brown leaves, grass, etc. Unable to observe them on second pass. One unidentified vehicle close by, camouflaged

with Mapalm as field is definetely serviceable and being used.

60-C-lh-E, Sq Mission No 898, 110th Tac Ren Sa, 71st Tac Ren Sp, two F-ho's.

VR 1555

At 7000 ft. to minimum.

12 individual straing passes on vehicles and gun positions along road

12 from position 97.2-99.2. Observed hits on approximately 20 vehicles
but nil fires or observed damage. Also there were hits on probable
occupied emmoufliged gun postions on ridges at position 95.5-98.6 and

91.5-99.3 with nil observed results. one sap observed killed.

through F. Nil.
 Slight, medium, inaccurate, at 200 ft. from top of hill at position 97.2-99.2 west of IPO. Two ridges 2000 yards west of here also appeared to gun positions, but nil fire sceived from here.

H. N11.

H. Nil.

I. Approximately 60-80 apparently serviceable vehicles spread out along road from position 92.2-97.5, NB to NPO. Generally these trucks were comouflaged with nips grass, etc., spread over roofs, but tires, etc. were exposed. No general heading to trucks, but most heading west.

Bothills of mountains N to NE of NORZAGARY (1h deg 55 min N-121 deg 02 min E) there appeared to be enemy vehicle tracks following trails in all directions. It seemed to be that tracks were traveling through fields in area and following along tegular cow of foot path. On northeide of road at position 93.2-97.7 is a cave troad level with road leading to it and an entrance large enough for all types of vehicles Cave formerly had a tarp or covering that could be used to cover the entrance, but this was not observed today. This cave was previously reported by this Squadronand a request had been made to check once more and spot position.

East of SANTA LUCIA (88.5-15.0) at an undetermined positions is a possible gun position about 90mm size hidden in a nipa shack built on the ground and about 15 ft. square with what appeared to be part of the

roof cut off and the unb arrl projecting.

CAVU. K. Maps reference 1:50,000 yard grid, MORZAGARY 3455-IV.

2000 X .50 cal., estimated.

CONFIDENTIAL

0162

6 March 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FINAL MIS ION REPORTS

- 65-C-9-E, So Mission no 899, 110th Tac Ren So, 71st Tac Ren Gp, two P-10's.
- B. VA L. C. TO 0755
  - Alt 500 ft. to minimum.
- through H. Nil.
- Route: Base to SANTA LUCIA (15 deg 15 min N-121 eg Oh min E), thence south to LAGUNA DE BAY, thence areas to north, east and south of LAGUNA

DE BAY, thence tobase.

Recco of road from 1h deg 15 min N-121 deg 27 min E to 1h deg 15 min N121 deg 30 min E, was in good condition. Only sighting was of six
Filipino dressed indiciduals walking in westerly direction. Two were carrying box suspended from two bemboo poles, other four were carrying boxes or sacks on their choulderd.

LUCBAN (14 deg 07 min N-121 deg 34 min B) observed about 50 Filipinos in town and north to CAVINII observed about 30 more walking on road

Traffic both north and south bound.

- J. CAVU.
- K. Nil. L. Nil.
- A. 65-C-10-E, Sq Mission No 900, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-40's.
- B. VR 7 3. C. TO 0850 TOT 0905-1045
- Alt 4000 ft. to minimum.
- through H. Nil.
- Route: Base to BAUANG (16 deg 32 min N-120 deg 26 min E), thence to BAGUIO, north to BONION (17 deg 06 min N-120 deg 58 min E), southeast to highway # 5 at LAGADAG, thence south on highway to BALSTE PASS and to Base.

About 2 mile east of IRIGAN (16 deg 26 min N-120 deg 35 min E), green colored stake-body truck, canvas cover, parked alongside highway facing

At (17 deg 45 min N-120 deg 47 min E) is high narrow ridge just wide enough for one way road, ides of ridge about 80 degrees slope. At point above, small wooden bridge crosses steep rocky saddle. Bridge is difficult dive bombing target, but its destruction would deny use of road.

About two miles east of BAYOMBOMG (16 deg 29 min N-121 deg 10 min E) on small secondary road was large camouflaged truck, believed parked facing east, in middle of road. No attack due to bomb line restriction. On north road about is mile beyond BAGUIO was uncamouflaged truck, parked on side of road facing north, believed to be a gasoline truck.

- J. CAVU.
- K. through L. Nil.

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65-C-11-E, So Mission No 901, 110th Tac Ren So, 71st Tac Ren Gp, two P-10's.
                                              TOT 1000-1115
                                             Alt 11,000 ft. to minimum.
                                Wil.
         through H.
I. Route: Base to SOLVEC (17 deg 28 min N-120 deg 26 min E), thence east to TUGUEGALAO (17 deg 38 min N-121 deg 1/2 min E), thence south in CAGAYAN VALLEY to central plains and to Base.

All buildings around base of steep ridge immediately south of city limits of BAGUED (17 deg 36 min N-120 deg 37 min E) were destroyed by fire. Frobable location (835.1-2125.0) Map Luzon N-29, 1:63,360) on ridge south of road, were two trenches four feet wide, 20 ft. long, on each side of ridge about 60 ft. above valley. Commanded road approaches from east and west New construction but seemed unoccupied. South and of west trench and
          New construction but seemed unoccupied. South end of west trench and
         north end of east trench had a log or sandbagged cover for about 5 ft. From this point west are periodic road blocks of felled trees and rocks.
All small towns along this section have been destroyed by fire.
At IL MAN (17 deg 3 min N-121 deg 53 min N) sighted about 10 or 50
Filipino dressed men, women and children racing for cover as planes approached. Generally this area appeared deserted.

J. GAVU except for .3 at 5000 ft. in 20 mile area south of TUGUEGARAO.

K. through L. Nil.
        65-6-12-E, Sq Lission to 902, 110th Tee Ren Sq, 71st Tee Ren Gp, two P-h0's. VR _{2} 2. TOF 1h00-1h55
1500 TL Alt 6000 ft. to minimum.

D. Mission incomplete due to machanical trouble.

E. through d. Mil.

I. Moute: Base to BALER BAY, north to CASIGURA! (16 deg 15 min M-122 deg
         09 min E), thence to Base.
Wil sightings not previously reported.
          CAVU on coast and valleys. Over mountains .5 at 6000 ft.
         65-C-11-3, Sq Mission No 903, 110th Tac Men Sq, 71st Tac Men Gp, two P-40's.
                           TOT 1135-1155
Alt 10,000 ft. to minimum.
Incomplete due to machanical trouble.
E. through I. Wil.
J. CAVU over coast and plains. .3 from 5000 ft. base over mountains.
     Nil.
         65-C-13-E, So Mission 904, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-40's.
B. VR 7 L.
C. TO 1500
                                            TOT 1520-1640
                                            Alt 500 ft. to minimum.
        Route: Base to SANTA LUCIA (15 deg 14 min N-121 deg 03 min E), thence over foothills south to respect and northeast of LAGUNA DE BAY, Thence east to coast, thence to base.
                                              CONFODENTIAL
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Frobable location (14.6-64.5) bridge destroyed. No indication of foreying or bypassing but stream agreers fordable. In vicinity of MASIMAO (31.5-51.9) about 500 yerd ditch about 3 ft. deep and 3 ft. dide in straight N-S line across rice fields. Empty. 3 scattered clouds t 5000 ft.

K. Mil.

1. 600 K .50 cal.

65-6-15-4, Sq Mission No 905, 110th Tac Ren 5-, 71st Fac Ren Gp, two F-6's.

TO 1700 TOT 1730-1855
TL 1915
through H. Mil.
Route: Base east to coast, thence north to GONZAGA (18 deg 22 min N121 dog 59 min E), thence south to upper CAGAYAN VALLEY, mence direct to

sase. At 17 deg 35 min N-121 deg 12 min B, native tope cance with four Filipino dres ed men, paddling to west side of valley. Did not appear friendly breated impression with pilot that they were Nips by the way they

Greated impression with pilot that they were Rips by the way they crouched as planes approached.

Between ILIG.M (17 deg 08 min N-121 deg 53 min E) and TUOUEGARAO (17 deg 36 min N-121 deg 10 min E) small towns had many cerabeo drawn certs. No predominant direction of traffic. Many were covered type. Open type carts were carrying unidentified cargos.

Nil activity observed at TUGUEGARAO AINFIELD or at GAMU AINFIELDS.

Nil ighting of traffic on roads along CAGAYAN AIVEN.

J. East cost, rain squalls with front moving south, above 17 deg 20 min N-. Visibility in CAGAYAN VALLEY about 5 miles.

K. Nil.

7 March 1945

TO: Commanding General, Far East Air Forces (F), APO 925. Att: AC of 5, A-2. (Through Channels)

### FINAL MISSION REPORTS

VR 2.

TOT 0730-0900

- D. Mission incomplete due to weather.
- through H. Wil.

  Noute: Base north above overeast at APARAI, thence to BUNIOC (17 deg
  06 min M-120 deg 58 min E) to BAGUIO (16 deg 24 min M-120 deg 35 min E)
- Nil sightings of any movement or ctivity between BONIOC and BAGUIO. Eastern moutains and CAGAYAN VILLEY closed by weather with tops at 9000 ft. West coast and central plains CAVO.
- dil.
- L. Mil.
- A. 60-C-9-B, So Mission No 907, 110th Tac Non S., two F-6's.
- TOT 07/15-0920
- Alt 12,000 ft. to minimum.
- D. Mission partially complete.
- E. through F. Mil.
  G. One burst of 40mm 2000 ft. above BAGUIO. Accurate for altitude, behind.
- Route: Base north through Mt. roads above BAGUIO (16 deg 24 min N-120 deg 35 min E) to BONTOC (17 deg 06 min N-120 deg 58 min E) thence over CAGAYAN VALLEY which was completely undercast, thence to BANGUI (18 deg 32 min N-120 deg 10 min E) thence down west coast to Base. Driving around in town of BAGUIO was olive green colored staffcar.

  Driver made no attempt to take cover or stop as planes circled area.

  All along west cost area and roads from 17 deg N to northwest tip of island observed many Filipinos walking, some with ox carts apparently filled with hay. Est. 300-400 Filipinos and 100 carts. No predimated traffic direction, and all were scattered throughout area.
- J. CAVU.
- K. Nil. L. Nil.
- A. 60-C-1/1-B, Sq Mission No 908, 110th Tac Ren Sq, eight P-h0's. B. Bomb and strafe bridges at ILAGAN and TUMAUN.

TOT 0930-1000 Alt 6000 ft. to minimum.

# CONFIDENTIAL

- D. ILAGAN bridges destroyed. Eight bombs in target rea. One direct hit on southern section blew entire section out of bridge. Three bombs direct hit on section of road on sand bar between the two bridges will force detouring on sand bar. One bomb a 25 ft. miss in river. One bomb a very near m ss believed danaged bridge. Iwo bombs hit in village area to south of bridge resulting in cratering road. One in wooded area with nil observed secondary results.
- through H. Nil.
- I. Wil because of weather.
- Ever target, haze with rain from front on ourth of target but sufficient broken to permit attack. Rest of CAGAYAN VALLEY closed and with front moving south.
- 8 X 500 lbs. inst. dmos.
- co-C-12-E, Sq Mission No 910, 110th Tac Men Sq, 71st Tac Men Gp, two F-ho's.
- Vi = 3. TO 1330
- TOT 1345-1545
- TL 1600 Alt minimum.

  At request of J0J0 made 10 individual strafing passes on hill at edge of town of SAN FERNANDO starting a few small grass fires with mil observed
- through H. Wil.
- I. Route: Base up west coast to 18 deg 15 min N thence return by same route. In foothill area of northern part of ILCCOS SUR observed many footpaths. In tree of VIGAN (17 deg 3h min N-120 deg 20 min E) and the 15 miles to the east, observed no activity or personnel.
  - Two road blocks of rocks in pile across highway about 3 ft. high on road about one mile northeast of town of SULVEC (17 deg 32 min N-120 deg 32 min B). CAVU over coast, over mountains, front to 10,000 ft. Dust to 500 ft. from heavy wind from northwest.
- K.
- L. 1500 X .50 cal.
- 66-C-13-E, Sq Mission No 911, 110th Tac Ren Sq, two F-6's.
- VR + L.
  - Alt 10,000 ft. to minimum
  - TL 1705 TOT 1500-1620
- through H. Nil.
- Route: Base to IPO thence covered Jap held area north, northeast of LAGUNA DE BAY and east to LAGUNA BAY and area south of LAGUNA DE BAY and
  - At 1h dog 7 min N-121 deg 37 min 2, observed uniformed Jap taking cover as planes approached. Jap had been walking east, could not tell if armed or with pack.
  - At 1h deg 37 min H-121 deg 37 min E, observed brown pick up truck, believed without load, driving south. Fulled uder trees as planes appeared. On hill sides west and northeast of TAYABAS observed four houses burning 3 or 4 more already destroyed by fire.
- CAVU.
- Nil. 2600 X .50 cal.

# CONFIDENTIAL

110TH TACTICAL RECOLLAISSA CE SQUADRON 71st Tactical Reconnaissance Group APO

8 March 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AD of S, A-2. (Inrough Channels)

### FINAL MIS TO REPORTS

- 67-C-8-3, Sq Mission No 912, 110th Tac Ken jq, two P-51's.
- VA 3. B. TOT 0720-0800 At 13,000 to 9000 ft.
- Mission incomplete due to weather.
- through H. Nil.
  Route: Ease through BALETE PASS and over CAGAYAN VALLEY and return.
  Weather closed in everywhere preventing planes from performing recco.
  En route: 6/10 overcast with scattered rain showers.
- Over target: Solid overcast with 9000 ft. to eck. Return: Same as en route.
- JOJO requested patrol to follow L-5 from BUROS to TANGADON to strafe terget. However, planes could not contact L-5.
- 67-0-9-E, Sq Mission No 913, 110th Tac Ren Sq, two P-91's, VR + 2.
- B. VR + 2. C. TO 0710

- D. Mission incomplete due to weather.

  E. through H. Ril.

  I. Route: Bessit. I. Route: Base through BALETE PAD to CAGAYAN VALLEY and north to coast and Planes were above overcast at all times and unable to get down through weather to recco.
- En route: CAVU to mountains. Over target: Complete overcast from 9000 ft. down. On return: CAVU.

- Alt 3000 ft. to minimum. YL 1020
- D. Mission completed.
- through s. Nil. Route: Base to MT. ARAYAT, east to TARTARO (15 deg 10 min N-121 deg 03 min E) and south along mountains to LAGUNA DE BAY, thence east and south of bay to west co st, east to LOS BANOS (14 deg 11 min N-121 deg 14 min E) and north across lake and return directly to Base.

On level top hill about 1-1 miles northeast of ALCIEADA ALEDTOS (1h der hö min 00 sec h-121 deg 09 min 50 sec h) are 10-12 serviceable trucks, not camouflaged and pulled off road into revetments accepted out of side of hill. 3 mechine gun positions, occupied, along side of road in same area and about 5 unoccupied positions.

Hil personnel, equipment or activity observed, other than friendly troops.

J. CATU, scattered tain showers over mountains.

K. Nil.

L. Nil.

A. 67-C-11-E, Sq Mission No 915, 110th Tac Ren Sq, eight P-ho's.

B. Bomb as directed by STUCKO.

C. TO 10/5

TL 12/5

Alt 6000 ft. to minimum.

The 1015 Alt 6000 ft. to minimum.

P. Five 500 lb bombs dropped within 50-75 yards of smoke shells marking target on southeast side of high towerin hill northeast of IFO DAM at position (05.1-81.7). Area well wooded and pilots not able to see through foliage and so results of bombing unobserved.

11 individual straing passes on some area with unobserved results.

Bomb run made from north to south and strafing passes from south to north with permission of ground station.

E. through H. Eil.

with permission of ground station.

through H. Mil.

I. Mil important sightings.

J. En route andreturn: Scattered cumulus from 4000 to 6000 ft.

Over target: Solid overcast at 3500 ft. with scattered aim howets.

K. STUCCO notified planes to contact SNAP UNCLE. SNAP UNCLE directed planes to proceed 500 yards up river past dam and then 1000 yards up river to the north. When planes proceeded to target and observed smoke shells marking target they noticed that smoke shells were not landing at exact spot the SAP had formerely explained. Flight leader notified SAP of discrepancy but SAP UNCLE said smoke shells were correctly placed and leave harbed this area. and planes bombed this area.

3 SMAFU'S at approximately 1115, engines running rough or cutting out. Bombs returned to Base.

Map reference: 1/50,000 MT. IRID #3/155-II. 5 % 500 lb. inst. bombs dropped on target. 2500 % .50 cml. 3 % 500 lb. inst. bombs returned by SLAMU'S.

A. 67-C-11-E, Sq Mission No 916, 110th Tac Ren Sq, two F-51's.

B. VR = 3. C. TO 1350

TOT 11:15-1500

The 1350 Alt 9000 ft. to minimum.

Two strafing passes on a small barge about 20 X 8 ft. with bamboo covering and tied up to a dock on east bank of river at MAGUILLIAN (17 deg 02 min N-121 deg 05 min E). Hits and small fire tarted. On a pier nearby, two mendressed in white shirts and straw hats ren for cover. On east bank of river at position 16 deg 54 min N-121 deg 19 min 5 was a similar barge. A marrow path led to shore from the road and 5-6 carabac's were grouped here with supplies tied on their back. The supplies were being unloaded from the carabac's into the barge. Two strafing passes resulted in sinking of barge.

Chrough H. Wil. I. Route: Base, above BALELE PASS, north through CASAYAN VALLEY to north coast and return direct.

En route and return: .7 cumulus at from mountains tops to 10,000 ft. Over target scattered rain showers, overcast from 2000 to 11,000 ft.

DAW along coast. Ground station kept calling planes telling about some good target, which planes could not cover as they had just commenced recco. Finally ground station requested position of plane and when it was given told than to stand by and went off ir. Call of station appeared to be form? or "NOT POOT". Transmissions was clear on "A" and "b" channels and language and anglish was well spoken. Planes were over mountains about 50 miles east of Viand during this transmission.

CALL unknown to this organization.

800 X .50 cal., est.

67-C-1 - 3, So Mission No 917, 110th Lac Ren Sq, two P-51's.

VR 2.

TUT 1/30-1600

D. Mission completed.

and east to CAGAYAN VALUET. Searched valley for holes in overcest, thence south through valley to SAN JOSE (1) deg ho min N-121 deg 00 min B)

Awo groups 12-15 men each were observed on the rold south of a town believed to be QUINARLYAN (17 deg 27 min k-120 deg 28 min k). These groups were heading south in a group, not a formation, and the two groups were about 5 miles apart. The men all carried some sort of woven baskets that appeared to be slung on their shoulders or backs.

Although the men were dressed like Filipinos, at no time did anyone look

up or wave to planes that passed over twice. En route and return: CAVO long coast. Over target, solid overcast

from 12,000 ft. down in layers.

L. Hil.

A. 67-0-15-E, Sq Mission No 918, 110th Tac Ren Sq, two P-91's. D. VR gr h.

TL 1655 Alt hood ft. to minimum.

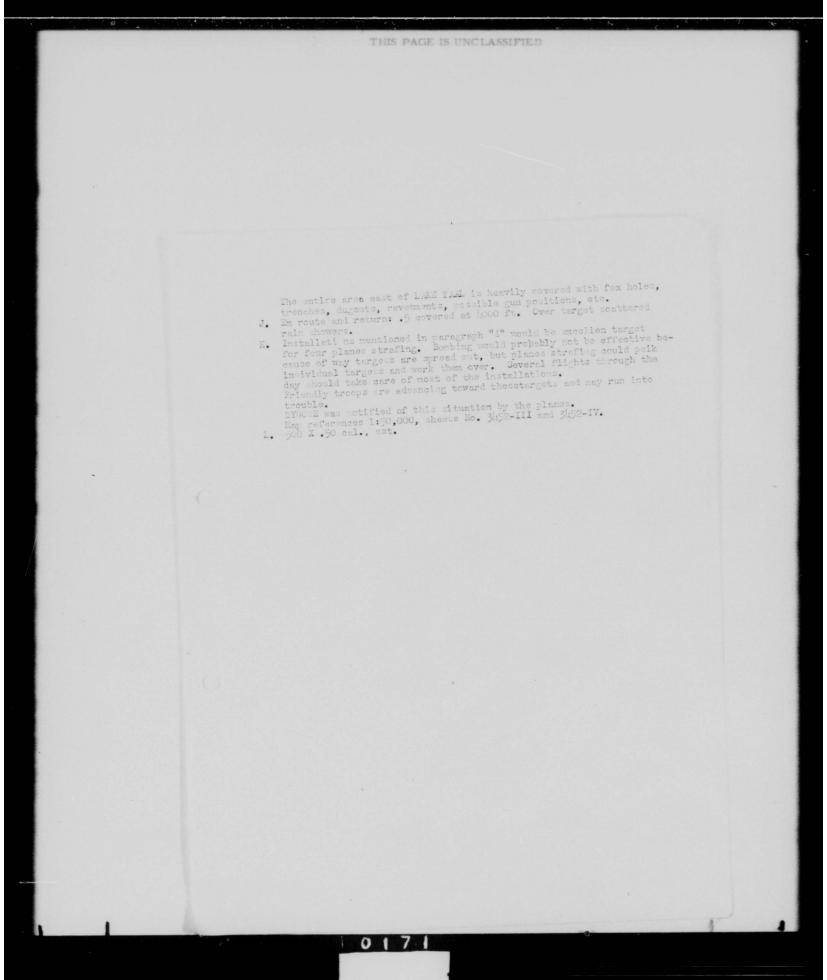
D. Three straing passes on trenches and gun positions running along on approximately N-3 line from 86.5-80.0 to 86.5-78.5. Flenes strafed from west to east as directed by BYOULE, who had requested strike. Mil observed results.

through M. Mil.

I. Friendly troops and vehicles are all along road from one nile 3% of CURMCA, 87.8-81.8 south to BAVAN, 82.5-08.4. Approximately one mile 5% of CURMCA were friendly skirmish lines advancing east toward entremements, for holes, etc., that were manned by Jap troops. Main Jap defence line appeared to run south from positions were to a point on the road at 90.3-77.9. No heavy gun positions were observed, most of the positions being small arms and M/G. E. through h. Wil.

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# CONFIDENTIAL

110TH TACTICAL RECORNAISSANCE SQUADRON 71st Tactical Recommaissance Group APO

TO: Communing General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FINAL MISSION REPORTS

- A. 68-C-8-E, Sq Mission No 919, 110th Tac Ren Sq, two P-51's.

  B. VR # 14.

  C. TO 0700 TOT 0725\_084c
- TOT 0735-0845 Alt 8000 ft. to minimum.
- D. through H. Nil.

  I. Route: Base to MANILA BAY and area south and east of LAKE TAAL, thence through H. Mil.
  Route: Base to MANILA BAY and area south and east of LAKE TAAL, thence
  SE of LAGUNA DE BAY and direct to bese.
  The satire area encircling town of CULNCA (13 deg 54 min N-121 deg
  03 min E) for a distance of about 3-4 miles from east shore of LAGUNA DE
  BAY to mountains to the ME is covered with an elaborate system of fox
  holes, entranchments, mutually supporting M/G and small arms positions,
  etc. Area appears to be well planned and developed. Area is so covered
  it is impossible to locate or pinpoint the many positions. No indications
  of heavy gun positions observed but it is no sible that there could have
  been some hidden under foliage, etc., in area.
  In an open field next to cemetery in ME part of town believed to be
  ANTIPOLO (13 deg 55 min N-121 deg 10 min E) were many fox holes and
  trenches, but all appeared empty. On east side of town are many more
  fox holes and trenches, etc., concealed under trees and emouflaged with
  dired out and obvious compurlage. Believed to be occupied and possible
  M/G ositions. All roads leading into town had nos ible M/C positions
  commanding ro ds at efge of town.
  Approximately 2 miles NE of this town were two "T" shaped trenches or
  what appeared to be some sort of a trench, which was ap roximately 150
  yards long and about 100 yards on top. This appeared to be emouflaged
  with palm leaves, etc. This installation was observed momentarily and it
  it of definetely known if it was a trench or an unusual arainage aitch.
  Approximately 2 -30 individuals observed in town of SAN PABLO (14 deg
  05 min M-121 deg 20 min E) when planes circled town second time all perhad disappeared.

had disnovered. In route and eturn . 7 overest from 4-5000 ft. south to LAUUSE DE B.Y.

- 80-C--- S. Mission No 920, 11 th Tac Ren S., two F-51's.
- B. VR # 3. C. TO 0800
- TOT 0830-1045 Alt 12,000 ft. to minimum.
- Mission Completed.
  th ough H. Mil.
  Route: Base through BALETE PASS and up CAGAYAN VALLEY, thence MV to extreme tip of LUZON, then along coast to Base.
  CAGAYAN VALLEY completely overeast.

n square in center of town of 5. NICHOLAS (18 deg 11 min M-120 deg 5 min E) were about 250 men, dressed in Filipino clothes and lined un formations of Four. No one waved or looked at planes. Mil equip-

- ment observed.
  En route and return CAVU to mountains. Over target solid overcast from dock to 12,000 ft.
  "HOT SPOT" kept calling SUGARS and finally called any A/C and requested this A/C to motify ASELED that they could be read R5--S5 by the A/C receiving "HOT JOT".

- NR W 2. TOT 0920-1035
  TL 1105
  Alt 9000 ft. to minimum.
  Six individual strafing passes on two M/G positions hidden under trees at 02.5-10.2. Many hits but nil results observed. Position believed
- through E. Nil.
  Route: Base to VIGAN (17 deg 34 min E-120 deg 23 min E) east MATARAGAN (17 deg 10 min N-120 deg 59 min E) and south along road to NT. TIGAD (17 deg 10 min N-120 deg 59 min E) thence east to coast and south to base. East of VIGAN at position 21.5-24.5 along south side road are 3 tin roof buildings, one large and two small buildings. Alongside of the small building was a large pile of supplies which appeared to be in boxes. Gun position nearby placed to command road, but position unoccupied. Near the town of MALIBCONGI (17 deg 34 min N-120 deg 59 min E) on the road that runs N and S through town, one truck and 5 staff cars were observed. Not knowing if vehicles were N or S of town, as no town was observed. Near was one truck about 13 ton size and about 100 yards north was one black colored staff car and one helf mile further N. were 4 more staff cars parked tow on each side of road. All vehicles were esmouflaged and no markings were observed. On second pass through area, truck was not visible.

  This road is serviceable and well used.

  - not visible.
    This road is serviceable and well used.
    There was one road block composed of 15-20 approximate, three inch esment culvert pipe up ended on road about two-three mile NW of MT. TICMO (17 deg 30 min N-120deg 59 min E).
    On ridge at position 38.5-21.3 was a single revetment about ten ft. square and poorly cancuflaged. Possibly concealed a gun position. Trails, that appeared well used lead to ridge from main road. Another similiar position on ridge to the east at position 34.5-22.5.
    In fugout at position 02.5 09.9 at SANF ERNANDO was a possible mortor position but no personnel observed.
    Nii.
- JOJO gave A/C target of gun position at JAN FERNANDO. 1700 X .50 cal.

THIS PAGE IS UNCLASSIFIED Commanding General, Far East Mr Forces (P), PO 925. Att: AD of 5, A-2. (Thr ugh Channels) A. 70-0-6-2, Sq Mission No 959, 112th Tac Ren Sq, two P-11.

B. 10 70-5/L.

Alt. 9000 ft. to minimum.

B. Mission 1007 completed.

C. Mission 1007 completed.

Mission 1007 complete 70-0-6-E, Sq Eission Ro 935, 115th Tac Ren Sq, two P-pl's. area. En route and return: .6 overcast at 1,000 ft. CAVO over over target: Overcast from mountain tops to 7000 ft. CAVO over LATORA DE DAT.

B. Bil contact with ground station other than "MCM300N" and this station could not designate any targets for strafing. 70-G-703, Sq Mission No 934, 110th Tac Ren Sq, two P-51's. VR # 3. COMPIDENTIAL

TO 0820

TO 0025-1100
TL 1120

At 11,000 to minimum.

Two individual strafing passes along cart road running SE from

LACALANT strafing 1-5 carabao drawn carts and approximately 15 men who
had hit ground on approach of planes. All emigment destroyed are personnel
and emissis killed or sounded. Two individual strafing passes on mipa
metal recred building on same road and the building burst into figures from
very short burst, which would indicate supplies, possibly sumunition, was
stored in building. Planes and greyish white mode to 100-150 ft. resulted.
Two individual strafing passes along road east of RIMAGA (16 meg 58 min N121 deg 50 min E) on 15-20 men and 2 carabao who had hit airt on approach
of planes. Approximately 10-12 personnel killed or wounded.
Made four individuals trafing passes on north end of ridge design ted
by JOJO 5 at position 04.9-10.5. Small explosion from tin-roafed building
and a flash fire that developed to a large fire with make to 200 ft.
JOJO 5 notified planes that they had done and excellent job. Unable to
photograph target because of additional air activity in a rea.

photograph target because of additional air activity in a rea.

8. through G. Nil.

8. A-22 verticals:

8-10 exposures from h000 ft. on course of approximately 1h5 degrees from t own of KALAKAS (16 deg h) min M-121 deg h3 min E).

1. b-5 exposures from h000 ft. on course of 180 degrees across road at MT. TOYAKGAN (10 deg 34 min M-120 deg h) min E) showing bombed out road.

1. b-5 exposures from h000 ft. on course of 120 deg. showing cross roads and area 3B, shound g fox holes, etc., in area.

1. Route: Base to MAGUILIAN (16 deg 35 min M-120 deg 25 min E) to BAGUIO (16 deg 25 min H-120 deg 27 min E) to BONNOC (17 deg 07 min M-121 deg 58 min E) to BALETE PASS and surrounding area, thence MS throughwalley to MAGAN (17 deg 08 min M-121 deg h3 min E) then west to VIGAN (17 deg 35 min M-120 deg 21 min E) and wouth along coast to target designated by JOJO and then direct to base.

Joso and then direct to base.

Unable to check for downed B-2h because of weather covering area.

Small town located on Sh corner of crossreads at position 16 deg 49 min N120 deg 49 min E had many fox holes, zig zag trenches and revetments
and several probable M/G positions commanding read.

J. CAVU. K. Nil.

L. 2650 X .50 cal.

THIS PAGE IS UNCLASSIFIED 70-U-10-B, Sq Mission No 935, 110th Tas Ren Sq, 11 Mar 1945, four P-10's and P-51's.
Both bridges south of BAYARENG ( SAN KAIPE area 15 deg 26 min S-121 deg 06 min B).
TO 0825 FL 1025 FOT 0900-0940 At 8000 ft. to minimum
One SARTU with rough engine returned at 0820.
Booked bridge deal nates as target Ro. 1 with nil observed damage.
One 900 lb. done bonb in water about 20 ft. sast of bridge with possible damage to bridge. Four bombs in target area within 100 ft. with nil damage. Three bombs within 100 yards with mil damage. One dad.
Twelve individual strefing masses on pantoon bridge designated on photo as target No. 2. Bridge was supported by boats about 15-20 ft.
long and several of those inc enter of bridge was observed to be filled with water after straffing passes were completed, and bridge to believed unserviceable at least temporarily.
Fontson bridge south of target Ro. 1 was unserviceable and therefore not straffed. Bridge designated as target No. 2 not observed and hence not bombs left with which to hit target Ro. 1.

No bombs left with which to hit target Ro. 1.

No bombs left with which to hit target Ro. 1.

No bombs left with which to hit target Ro. 1.

No bombs left with which to hit target Ro. 1 on course of 90 degrees. Two plants are one of the server and the server of the server and the server of the server and the server of the server o road on west side of six span steel highery bridge. Area probably covered by photo's taken.
At probable position 20.8-76.8, just about of BABARO on west side of road and east of nearly dried up river next to destroyed bridge, was a love about 10 to 15 ft. above water, 10 to 12 ft. wide, and shout 200 ft. long. There were marks indicating gassage of trucks along top of laves and stopping at and. Purpose of laves not known.

En route 8 overcast at 4000 ft. Over target 8 overcast at 4000 ft. with few holes possitting planes to get to target.

Jan'd had rough engine on take off. These circled bay and dropped bomb acto from 500 ft. approximately mile from ship. Domb exploded with mil damage. Towers informed plane not to come in with bomb and to drop it immediately. These unable to procede to assigned jettisoning aroa. eros. Checked in with JOJC for possible strafing terget but so t rget Has reference: 1:50,000, Short Jino-III.

9 X 500 lb. inst. demo t mbs dropped on turget.

1 X 500 lb. inst. demo bomb jettisoned safe in bay.

3000 X .90 cel. A. 70-C-9-E, Sq Mission No 937, 110th Tac Ren Sq, 11 Mar 1915, two F-6's. B. VR 3. C. TO 1100 TL 1710 TOT 1120-1615 Alt 12,000 ft. to minimus

THIS PAGE IS UNCLASSIFIED resulted in hits but no lives or other recordery results observed.

Lithrough F. Mil.

JULY werned against small eras fire over SAI FELIA DO area. No observed fire and o planes holed.

Light M-C2 exposures of road from DIBRAM (18 deg 07 min M-100 deg h2 min E) altitude 8000 ft., course 180 degrees, weather CAV.

Miltude 7000 ft., course 180 degrees, weather CAV.

Miltude 7000 ft., course 180 degrees. CAVU.

History 7000 ft., course 180 degrees. CAVU.

History 7000 ft., course 180 degrees. CAVU.

History 20 min E) course 180 degrees. CAVU.

Littude 7000 ft., course 180 degrees. CAVU.

Littude 7000 degrees. CAVU.

Littude 7000 degrees. Littude 7 CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED TO: Commanding General, Far East Air Forces (P), APO 925.
Att: AD of 5, A-2. (Through Channels) 71-0-6-2, 34 Mission No 958, 110th Jac Ren 34, two F-51's. C. 70 0810 TL 1015 TOT 0820-0955 Alt 10, 00 ft. to minimum

D. Mission 90% completed. Weather provented reace of remaining 10% of E. through C. Hil.

H. No photographs made. Part of recco area covered by weather and no installations worthy photographing in rest of area.

L. Route: Ease to SAMIA FI area to BAGLIO thence to HE along main road and directly east from that point into VIGAN then HB, turning into CAGAYAN VALLEY and following south along east side of nountains through BALDIN FASS to base.

Road running NE from DEGALS had many Filipine on earts loaded with material and personnel and traveling is both directions. Forsomed waved at planes. All roads around this area with about the same amount of activity. He general direction or definite trend to newment. Hil other nightings other than friendly personnel and territory. Weather CANU over this area but overcast over most of enemy torritory. Bill sightings of load B-21 in BALSIS FASS area due to evercast.

J. En roate androiven CANU from coast to mountains. Over target: Solid overcast over mountains and CAGAYAN VALLEY up to 8000 ft.

K. Could not centert JOSO to obtain possible strafing target. Other already heard come unleaded with this ground station however.

L. Hil. A. 71-0-10-2, Sq Mission So Shl, 110th Fac Ren Sq. eight P-51's.

5. Each bridge at BASALAG (15 sec 37 min N-121 deg 15 min 2).

6. 10 1340 12 1050 TOF 1200-1530 Att 1,000 ft. to minimum

7. Frimary target not hit out to solid overseast obscuring area,
Sambed secondary target at form of DUGO (17 deg 16 min N-121 deg hl
min 2). Sixteen 500 lb. iast. fused and tombs hit in target area with
excellent results. Mil observation of results other than two fires
with white moke.

Two strafing passes with many hits on two 30 ft. native sailing amosa.
on river at ROMATCAY (18 deg 17 min N-121 deg 50 min E), oil strad
over water from one boat but mil other observed soults.

Two strafing passes and hit or cirt moving cast on road.

Three strafing passes on non riding day its town of T.F.A.

Four strafing passes on non riding day then with unobserved results.

Ourse strafing passes on nan riding day then of APART with mil
observed results.

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 10: Javening Goneral, Par Bast Mr Porosa (P), All 905.
                                                                                                                             his top to 930, 12 ker 1969, 110th Tee Ren Sp. 71et Tee Ren
D. Mission 90% completed. Weather preventes reces of remaining 10% of area.

It through 9. Mil.

No shotographs made. Fart of resco area severed by weather and no installations early shotographing is rest of area.

Route: Base to Suith FT area (16 deg 67 min M-10 deg 75 min 3) to Empty (16 deg 75 min 3-120 deg 35 min 5) thomas MB slong main read and directly east from that role to VIGAR (17 deg 7% min M-121 deg 11 min 3), those AD, three g into Suith to VIGAR (17 deg 7% min M-121 deg 11 min 3), then all through MADERS FASS to been nountrained through MADERS FASS to been Need running MB from Dickling (18 deg 07 min M-120 deg 10 min 2) had near Filipine on earts loaded with meterial and parsonnel and travelling in both directions. Fermonal mayor of place. All reads around this was alth about the same mount of satisfy. No general direction or definite round to movement.

Lin other sightings offers them friendly personnel and territory. Weather CAND over this area but overcast over most of any territory.

Mil sighting of loat D-2) in Bandli Fast area due to overcast weather.

Journels and return CAND from coast to nountains. Over target: Solid overcast over mountains and CANDARA VALDY up to COOD ft.

Could not contact JUSO to obtain possible strafig target. Other aircraft heard consumication with this ground station howeve.

Mil.
   A. 71-0-7-8, Sq Mission No 979, 12 Mar 1965, 110th Tac Res Sq. 71st Tac Res Op, two 1-51's.

B. Vi | In.

C. Take off 0830

Time ever target 0850-1105

Time of 1 anding 1130

Altitude 1000 ft. to minimum

D. Mission 80, completed. All areas not obscured by weather were record.

E. through F. Mil.

G. Moderate, M.G. insecurate at 2000 ft. Trobably from ISAAN HILL.

M. -22 veriteals: Several exposures along course of 100-185 degrees from 2000 ft. from position 93.5-72.2 covering M/G seit on.

Approximately 20 exposures in two muss covering town of ROSAMIO (13 degrees min N-121 deg 12 min B) and area to the east. One run on course of 100 degrees at 2000 ft. from position of 30.5-70.1; Second run 360 degrees at 2000 ft. from position of 30.5-70.1; Second run 360 degrees at 2000 ft. from position 05.5-72.8. Govering gun positions and possible troops on hill east of town.
                                                                                                                                                                             CONFIDENTIAL
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Several exposures SA from town of SAN MARGOS (14 deg 06 min M-121 deg 17 min Z) at 2000 ft. Second strip return an parallel course. These shotes taken to show well used roads and log-roofed degoute. Route: Dass to CABRIATUAN (15 deg 30 min M-120 deg 51 min Z) then S clong feethills to LANGA DE BAY clong E shore of boy to BARATUAN (15 deg 36 min Z). Recood area E of LARE TALL, S of LARE A DE BAY, and N of SATAGAS thoroughly. Thence return by orginal route.

Large stacks of supplies stacked in oven field at approximate position 93.6-71.3. Area possibly covered in photo's made of MAC positions.

Truck tracks in area and appeared to be activity although none were observed.
                            observed.

Men made cave with opening of ft. high and A ft. wide, not covered or canouflaged, in north side of IBAM HILL (93.2-71.3). Cave entrance was on level of valley floor. Single lane road leading to entrance. Pilots unable to observe into opening. Monds leading to cave believed included in photo's but doubtful that cave entrance would show in
included in whoto's but doubtful that cave entrance would show in verticals taken.

Two occupied uncamouflaged M/G positions on top of IDAMI HILL and two long rig reg trenches. Sum positions command surrounding territory effectively.

On TABOL HILL, just E of REDARIO (15 deg 52 min E-121 deg 12 min E) are similar M/G and trench positions described previously on IBAMI HILL.

It's positions scattered throughout area. Unable to pimpoint or describe thoroughly as observation and from 2000 ft.

J. En route and return: Solid evercast through LTGACEN VALST at 5000 ft. Overbarget: Solid evercast at 5000 ft. ever mountains and S of LANS TAMA. CANO over most of LANS TAMA and LANGUALDE BAY.

K. Gould not contact ground station to get permission to strate.

L. Mil.
                                   71-C-8-E, on Mission No 9hO, 110th Tac Men Sq, two F-10's.

    W. 73.
    C. TO 1710 TOT 1330-1410 The 1430 Alt 7000 ft. to minimum
    D. Mission 40% complexed. Aircraft damaged by enough K/O fire and patrol returned to base.

   returned to base.

E. through F. Mil.

G. Slight, M.C. accurate, at MOO ft., from town of BONTOC (17 deg 05 min M-
120 deg 50 min B). Moled one A/C.

M. No photo equipant in plane.

I. Route: Base to LALSIN FASI area, thence to BAJUIO (16 deg 25 min M-
120 deg 35 min E) and along road to MB to BONTOC (17 deg 06 min M-120 deg
50 min B) and return.

Bil sightings of B-2h in BALSIN FASS area.

On west side of road just on the S side of town of LYMMAN (16 deg 39 min M-
120 deg Mo min B) are wine cambuflaged objects. They had tow spoked wheels
visible under the greenish cambuflage of leaves, branches, etc. They
appeared to be gam cassions or trailers of some sort. Scattered out on
both side of road nearby work objects that appeared to be small tross.

The small town M of here had many for holes scattered around the houses.

J. JAVU.

N. Undie to contact ground station.
```

0180

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                 observed results.
Sight strails measure on the groups of silves along read, within a hits.
One strains measure on eaves in sand awas along beach. Hits but mil other
observed results.
Through F. sil.
Sil.
E-2 varicels: 9 exposures from 9000 ft. on course 150 dec. sparring W/
or team of 9050 (th der 15 min 1-121 deg 14 min 3).
9 exposures from 3500 ft. or course of 0 degrees from cam of 30 add W/
(th day 17 min 1-121 deg 30 min 8).
Fhoto's taken of 50 course of min 8).
Fhoto's taken of 50 course of min 8).
A rexisted -- or curts observed stepped on road 2 of 3000 with a
mentioned around. Formough have to an abolter no ros.
A rox of the source autrences out into 8 side of sand dures along coast from about
A for I s to source average into 8 side of sand dures along coast from about
A for I s to source average out into 8 side of sand dures along coast from about
A for I s to source averages out into 8 side of sand dures along on the so
or reas. In his let i gs on over civilian clothes and ren for cover when he
observed planes.
                  observed that a.

5.10 overeast from 5-5000 rt.

services stream from 5-7000 rt., 5/10 coverea.

5.00 extremely busy with test ris ion therefore did of the strength terret with what little a munition there was left.

15 X 500 lb. inst. adms. bushs.
                    71-0-1-5, So lission so See, litth Tre Men S., the P-51's.
                 No. 1. 10 150 10 150 76 1519 alt 11,000 ft. to minimum histon sourcementally how completed. Unable to complete rest of resco
because of weather covering are.

E. through a. Mil.

I ill important signtings either then freindly troops.

d. on route: Cavo. Solid overcest over war et area.

E. Mil.
```

THIS PAGE IS UNCLASSIFIED To: Commains General, For Head Air Morcos (F), NO 725. 72-C-0-3, Sq Mission o Cho, 110th 200 Am Sq; Goo F-gl's. B. VI ...
C. 10 0720 107 000 - 1015 II. 1020 Alt 8000 ft. to minimum of the sign of the si Binsion to completed, real nor rinimed due to worker.

In an ". wil.

To exposures on source of a prefinately 100 degrees at 8000 ft. above termin starts orth of town believed tode behalf (17 day of 1 1 1 2 day of 1 2 day of 1 1 2 day of A. 72-6-10-2, Sq Mission to 91, 110th Fac Ren Sq, eight F-01's.

B. South bridge at Africa.

Secondary bond terret Tugusdata A/D territory,

strafa A Atti road net.

C. 70 0000 TeT 0030-1015 The 1100 Alt 12,000 to minimum

D. Bonded bridges at SAGADAR. Three or four 500 1b. date bonds very near

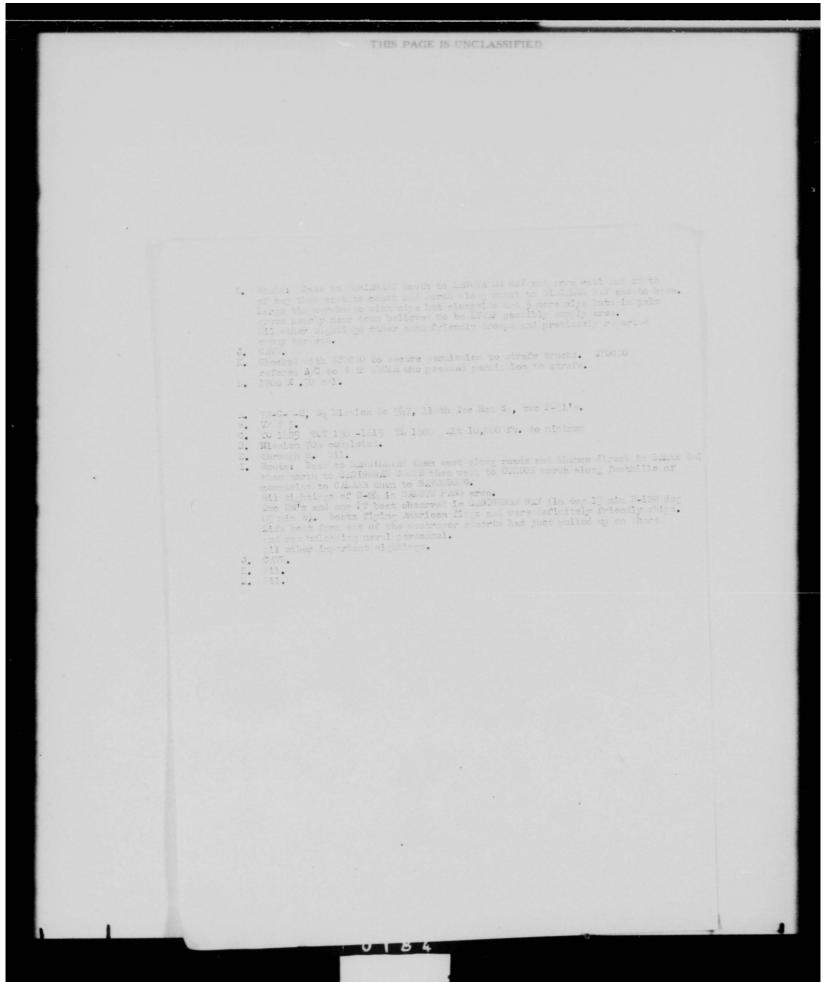
bridge, 2 mang up and hit in A/A position west of bridge. All definite

damage to bridge observed but 2-3 bonds believed to have caused some

results a sail of yealowish arctor of 100 ft. in the air as though from

Compar or secunition dump of A/A position.

# THIS PAGE IS UNCLASSIFIED individual etrafing passes made along road east from sode (10 deg 10 min m-121 deg no min s) and west along beach toward Arabut. Hit at a camera, passes of and ex-carts, etc., with unobserved results. Outcome a. wil. Intense, medium and inaccurate at 1500 for Aron 6-8 positions on .est side of bridge at Barards. (positions as hed on a rest shotes). Mil. Sideman. Mil l portent signering. Di ronce de reders: Solid overesse de 8000 fs. Cost tirgé: Oylo covered no 8000 fs. . 13 K 900 lb. bombs in st. faso, dropped on target. 72-0-7-2, at his ion to 9/5, 110mm Tee dan we, to P-51's. Colliques of entire d shore of Abby Star (1) deg 10 min 1-125 deg hy min 2 from 700 ft. Ititude. Noute: Best to Abby Find (15 deg 10 min 3-125 deg hy min 2) thomas to area a of homes to area a of homes to home to be a surface of the short to sign shock on edge of core mut grove three tofour lies onst of Abbuta (15 deg 10 min 18-12) deg 10 min 2). Lamy 1 Fig. sail boxts slong coast line of south BATAMAAS. An route solid overcast ov r nost of route. CLAN over hote target ro.. Mil. 111. 77-1-8-0, Sq Mission No 945, 110th Tac Ken Sq, two F-pl's. VK a 4. TO 191, Tot 1945-1915 Th 1945 Alt 7000 ft. to minimum Mission 90,5 completed, rest not covered due to weather. Strafed trucks and staff cers in revenants on both sides of road running along foot of hill at position 96.9-03.4 just north of IFO DAM (1h dog 55 min M-121 dog 09 min B) with following results: 3 trucks destroyed by fire, a staff ers estroyed by fire and 1 possible fuel datas destroyed. Area to the east and southerst covered with personnel for holes and trenches and possibly a bivouae area. Shrowsh 6. all. through G. Mi. K-22 vorticals of target at position 90.9-03.4 (north of IPO DAM at position 14 deg 53 min 3-121 deg 09 min B). 1st run south to north at 1000-1500 ft. 2md run south to north at 1000-1500 ft. 3rd run east to west t 1000-1500 ft. CONFIDERTIAL



```
THIS PAGE AS UNCLASSIFIED
        10: Commending General, For East Air Forces (P., A-0 9 5.
Att: AD of S, A-2. (Through Channels)
                         71-C-7-8, St Mission No 918, 110th Tec en Se, two F-6's.
                        TO OTHE FOR OUR -0950 TL 10/p Alt 5000 ft. to minimus
    TO 0700 TOT 0000-0950 The 1000 Alt 5000 ft. to minimum

9. 750 of races area covered.

1. Lenger, light, inaccurate from reductoring.

1. Lenger, light, inaccurate from reductoring mass min N-121 deg 01 min E).

2. Lenger, light, inaccurate from reductoring means of min E. September of E. Station of B. Station of B. Station of B. Station of Reductoring means of reductoring of green tracks between he two reads. The area insumi circle formed by by pass read were a trucks, well concurringed by green branches all person facing orth. It is also believed these trucks were loaded. To south of G. Station (1. deg 00 min 1.-100 deg 10 min E) along each ware 2 large truck rise caves and here 5 smaller caves.

1. John of Langer (16 deg 50 min 1.-120 deg 10 in E) on fire with long columns of makes.
                   Three shen bridge at MASSIPLE (17 deg 50 min 1-121 deg 37 min E) well and flerer wide alle leaves, othing as bridge but two small shades as though guard bouses. Bil personnel sighted.
8/10 this overcast over western CASAYAT VALEY at 1000 ft. Belance CAVA.
                   73-0-0-8, So Mission to Sho, 110th Zac Ben So, two 8-0's.
                     Va - h.
TO 6750 TOT 6765-1000 TL 1030 Alt 6000 ft. to minimum
             TO 6750 TOT CTA-1000 Th 1030 Alt bold ft. to misimum 50.5 of recco crea covered. Through G. Mil.

8 X E-22 emosures, 5.00 ft. above terrain, course 120 deg. of road running from his may 21. Started strip at PILILIA (1h deg 29 min H-121 deg 18 min B). CAVE.

Route: VR h as far south a southern shore of LASUAA DS BAY.

HEREALOW (15 deg 27 min H-121 deg 20 min B) on ced just entering eastern limits of town was west bound, rust colored, unconsultaged comby truck. So American ter visibile. 12 tents a tened on orthogst edge of town. Could not get any ground station but believe forces about 905.8-1781.9 was a large truck size cave, fifty yards north of road. On area south of LASUAM DE BAY between LOS BALOS (1h deg 10 min M-121 deg 15 min B) end SA TA CAUZ (1h deg 18 min M-121 deg 25 min B) was much filipino foot traffic from country side to towns.
J. CAVL.

R. Gould not contact ground station.

L. Hil.
```

0185

# THIS PAGE IS UNCLASSIFIED To 12.5 Tot 1/30-1930 The 1000 Alt 10,000 ft. to minimum Ver a hecompleten. Throw he for all. Ob ique equipped plane. I all signifies due to weakeen. Solo to 9000 ft. with dark wisny clouds to 2000 ft. with min smalls on Ver he. In photos due cocloud coverage. 3-G-10-b, So Mission No 9-1, 110th Fee Ren 3, two 8-6's. 75-G-11-8, Sq Mistion No 900, 110th for Men So, eight 8-5's. Bosb BadAnd Bridge (to deg 37 min N-121 deg 15 min 2) and strafe. TO 1300 TOT 1325-1/10 Th 1500 Alt 7000 ft. to minimum. Bission completed. Bombed BLOAD G Bridge. In bombs resulted in hits in immediate vici ity of 3 medium flak positions, dust obscuring observations of results. Direct hit or 10 ft. miss on se term side of bridge with results unobserved due to cust, and 5 misses. In individual straing masses resulted in direct hits on one medium AA modition, stoming its fire. On request of JOAD made his individual straining messes on wooded cullies east and south of SAx Facta. DO (1) deg 37 min N-120 deg 20 min 3) which resulted in firing one mips type and one tim building and mumarous grass fires. fires. Carouch F. Mil. Intense, light and marker, accurate from estimated 15-20 medium positions at MARDAS Bridge (16 deg 37 min 1-121 deg 15 min B), 6000 to 1000 ft. No planes boled, four jarrad by bursts. Noth burrage and tracking rire. One plane a quipped with childup camera. Intense and accurate flak provented photographing bur etc. provensed thotographing ter et. Bridge floor on we tern end of bridge had been damaged by provious bombing actuals. Sug est 12 F-0's attack the concentrations of AA on both sides of river and on island in center of river with namely and street g. 1.4 X 500 lb. inst. bombs dropped on target 2 X 500 lb. inst. bombs jettisomed in bay. 0100 X .50 cml. CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED 75-C-B-B, Sq Mission to Soo, 110th Fac Ron St, thro F-6's. Va 7 5. 20 084 - 207 096 -1065 Th 1165 Alt. 11,000 ft. to minimum To obly for oah -10h; The 10h; Alt. 11,000 ft. to minima.

Histion incomplete the to weather.

through 6. Fil.

20 X k-22 oblighes on LEGASPI town from 1500 ft., course 500 degrees.

Note: Vi x 5.

Nond south from town of LEGASPI (15 deg 08 min N-125 deg 16 min E) had

25 felled trees across it about 50 ft. spert.

Two nips shacks atop hill on prominent point on south shore of ALBAY

BULF at (15 deg 08 min E-125 deg 17 min E). Filots believe it may house

artillery positions.

10 40 overcast layered from dack to 11,000 ft. with scettered rais. 10/10 overcast layered from deck to 11,000 ft. with scattered rain. wil. 75-C-9-B, Sq Mission to 964, 110th Tac Ren Sq, two F-o's. A. 75-C-D-E, Sq Mission to Sol, 110th Tac Ren Sq, two F-o's.

B. VR F 2.

C. TO 1350 TOT 1355-1555 Th 1630 Alt. 12,000 ft. to minimum

D. h individual straffing passes on bivouse area approximately 1 mile northeast of town of LAL-LO (16 deg 12 min M-121 deg 14 min E).

2 individual straffing passes on cave in hill a mile east of GATTARMS (16 deg 01 min M-121 deg 39 min E). Hil results observed. Cave entrance should be to fit with reinforced sides and roof. Details unobserved because of poor visibility due to rain showers.

E. through F. Mil.

G. Li ht, machine gun, accurate at 500 ft. altitude, from bivouse one mile northeast of LAL-LO.

H. H-22 verticals. One strip on course of 50 deg. at 3000 ft. starting at town of GAMU (17 deg OSmin M-121 deg 51 min E) and continuing across A/D. CAVU.

Photos by F/O Ford.

I. Mission 60% completed. Photos by F/C form.
Mission 60% completed.
Moute: Base to BAFMED G north through velley to BASABAG to GARIT MONTE and orth through CAMATAN VALLEY to north coast of LUZON then direct to VIGAM to avoid weather and sturn along coast.

Nil sightings of B-2h or F-38.

A/D at GARIT MONTE unserviceable from one bank crater in center of R/M.

GARU A/D serviceable. Ail activity observed. Photo's taken to show A/S, revenues crass, etc.

Visibility over bivouse area NE of LAL-LO extremely poor due to rain showers etc. Nil sightings not previously reported.

J. CAVO along coastal plain.

8/10 evercast from 1-7000 ft. over moutains.

6/10 evercast at 1-7000 ft. with scattered rain showers over CAVATAN VALAST.

K. Contacted NOTATOT and received no targets for strafing. Ground station requested weather conditions.

L. 1500 K.50 cal.

```
THIS PAGE IS UNCLASSIFIED
 To: Communing General, For Bost Mir Forces (F), 470 745.
A. 70-C-1-5, Sp Mission No 955, bloth fac Ren Sp, two M-0's.

B. VA ...

C. TO 700 for 0700-1000 ft 1055 Alt 5000 ft, to minimum

D. Rosco 50 incomplete due to methor. The individual straffire passes on 1 from minimum to the second set of a milding at the day 20 min a-121 deg 27 min 5, hits but so observed results.

E. through M. Mil.

I. Routs: Mestern half of VR f h sand Law (1/2 deg 35 min M-121 deg 22 min 5). closed to receo by waster.

Sinta Adda (1h deg 20 min M-121 deg 27 min 8), reads all in excellent condition, town buildings in cod shape. Mil sighting of my personnal. Moods surrounning town very decas, permittin no observation. At Salland FT. (15 deg 12 min M-121 deg 20 min 2) recertor day reado strain excellent examined. Moods of the min M-121 deg 20 min 2 recertor day reado strain examined. Moose round to be completely conty, all sighting of toward, master or missing transfer of their installations.

J. Lon olid evercase from the missing the form of east coast and servers mountain. B large to mest use CAVU with 11 the broken at 6000 ft.

M. Mil.

1. 300 A .50 cel.
                      Ma-Calan, on Mission To 955, lluth the den an, two Fasts.
    To Sauciron mission no 955 write .
  a. 74-6-5-2, 8, his ion No 950, libth fro sen 8, two 8-010.
b. Symptol reaco of minds other (15 deg 15 min Welds deg 00 min 8).
c. 20 0015 TOT 0930-0945 Th 1115 alt minimum
b. Reaco incomplete due so rein and los everenes.
           Mirest to reco area and rotura.

Aproximate heation (15 deg 15 min M-12) deg 45 min 4) parallel to beach and 20 yards from it, extending for about 150 yards was a sorter of holes 20 ft. wite, 10 ft. long and about 10 ft. deep with wear in between Bach wite separared from adjoining one by about 5 ft. Filots believed they may be tank trap. This section of beach did not appear any more suitable than other similar sections of beach.

Local low overcast from 1000 ft. to 2500 ft. hase, 6000 ft. top with rela over recco area.
                     7/1-G-1-E, Sq Mission to 957, Much Tec Ren Sq, two P-o's.
    8. Va - 2.
6. TO 0915 TOT 0945-1200 TL 1215 At 8000 ft. to minimum
```

THIS PAGE IS UNCLASSIFIED of Georgia is field at (16 day 12 sin 1-121 les 13 ft., course 100 to . 9 on ourse of one other strip to 100 tog., we ther 5/10 overest with some cloud The strict of th The C-1-2, So Mission to 950, 110th Case Son So, two P-51's.

VE 7.5.

TO 1816 SOT 1550-1550 Th 1500 Alt 500 ft, to minimum vision 1000 or lete.

Whereaps G. Mil.

M-27 morticals:

In procure from 2000 ft. on 25 course covering town of SAN PALLO

(In deg Ch min -151 deg I) win M. Newhere CANN and heav.

Two strips, one heading morth one second heading south, 5000 ft.,

covering road to th from 170 DA (In deg 57 min M-121 deg 07 min M).

CAN with Mars.

Moute: Follows prescribes route of W. Th, covering area norths and south of LANGA DE SAN and coostal even slong LANGA SA.

Three Japs observed jump for cover in area north of IPO DAN where truck and a room concentrations were re-orthod by this squarron on 15 March.

The serviceable trucks observed and there are 3-1 other probably serviceable trucks in area plus others providely destroyed by hole Squarron by straffly. Additional overses of Mile area obtained by holes.

Mest of SADALE (th deg 38 min M-121 deg 27 min M) is river bed, were a provintably 15 Mins moving in general alreadion of river believed each of this points.

Morth and north cost of SADALE there are several indications of probable des birounce areas. Grass in this region is disturbed and flattomed as if through fields, along ridges, etc., all leading generally north and another heavily used convert. If we have a read along the unions or cossible heading arror. (5 ft. source in certain of two of SANPARO burning bedly with ach stoke to h-5000 ft. probably from an oil fire.

Latter building arror. (5 ft. source in certain of two of SANPARO burning bedly with ach stoke to h-5000 ft. probably from an oil fire. Whether at any time to contact my ground station in patrol erec. Attempt a contact on all harmels with mil results, so whale to strafe my tarp or.

```
THIS PAGE IS UNCLASSIFIED
   A. 7/1-2-18, S. Mission to 500, Note the Mer. St. tro P-1's.

b. Ver 2.

C. TO 1800. The hip-1610 CL 1600 Alt 11,000 ft. to minimum

D. Mis to the complete, rest not covered are a median and rain smalls. Three strains rate substances.

The strains rate substances.

The strains of smalls unobserver.

The strains of orige S of term. This observed results at time of strains, but on returning to are later 3 hits on west side of real most to truck were burning built in elect destroyed, but further results to truck unchanges.
unobserved.

5 charing past a on believed bivouse crass as of town of LAD-LO with one small fire observed is long but. Further results unobserved.

3 charing passes on the roofed gun position at 8 and of oridge 8 of town believed to be IGUIG with mil observed results.

5. through F. Mil.

6. Hil.

6. Hil.

6. Hil.

6. House equipment not wereing satisfactorily.

1. No to: Base to MALSIS FASS area north through CADAMAN VALUET to APART, when return through valley to base.

1. It is intimes of lost D-D; or P-D.

At town of CATAMAN were many M/B positions. Sight pun positions dug four in each side of hill P mile Ma of town. At least one position as occupied and fired t ircreft. To the worth on a second hill there were o more similar notations and one of these was less defined, Size of openings of caves are aparon. If ft. wide and 0 ft. hich.

7. CAR.

8. Hil.

1. 1650 X.50 vel.
                                                                               pec, son believed bivouse cras ab of torm of LAL-LO with one
  A. 71-C-1-5, Sa Mission to 960, 110th Tec Ren Sa, two F-51's.

B. Vn 5.

C. 10 1015 TOT 10 5-1615 Th 1605 Att 12,000 ft. to minimum

D. Mission /50 completed. Rost of recco not completed due to weather.

A. through G. Mil.

H. M.-21 verticals:
                       o emposures of town of PALLAT on course of 350 deg at 12,000 ft.
16 exposures heading of 170 deg., 5-5000 ft. or BOLTC (17 deg 09 min N-
                   10 deg 50 min 3).

110 deg 50 min 3).

110 deg 50 min 3).

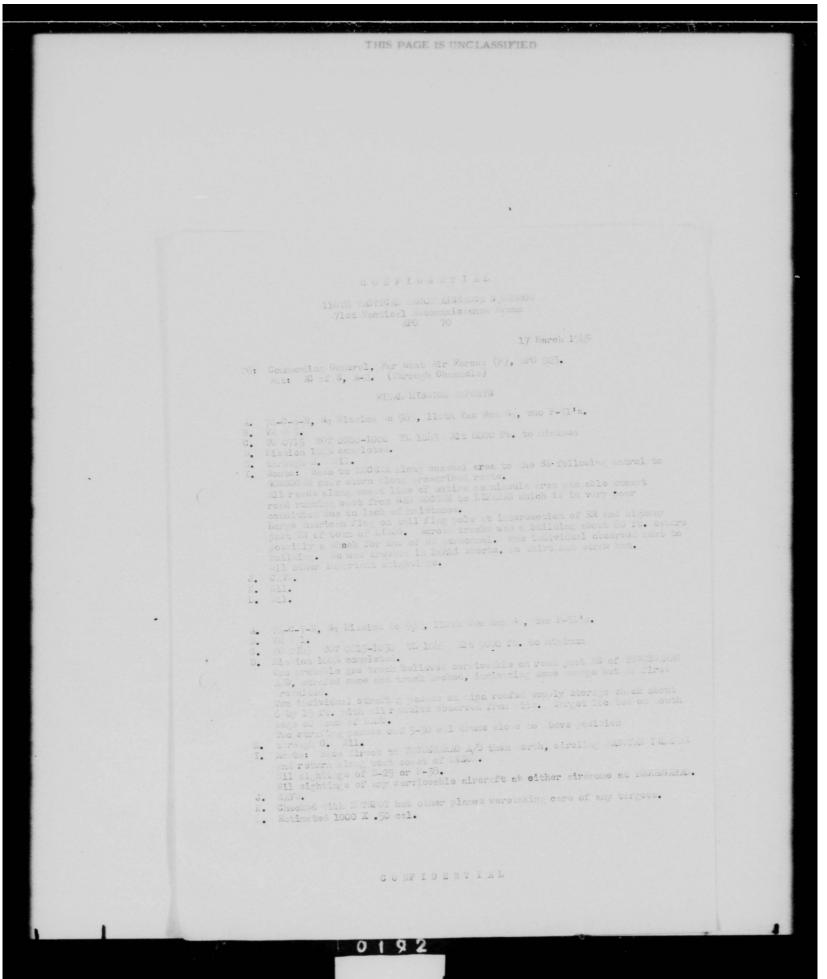
110 signiful of B-2h or F-30.

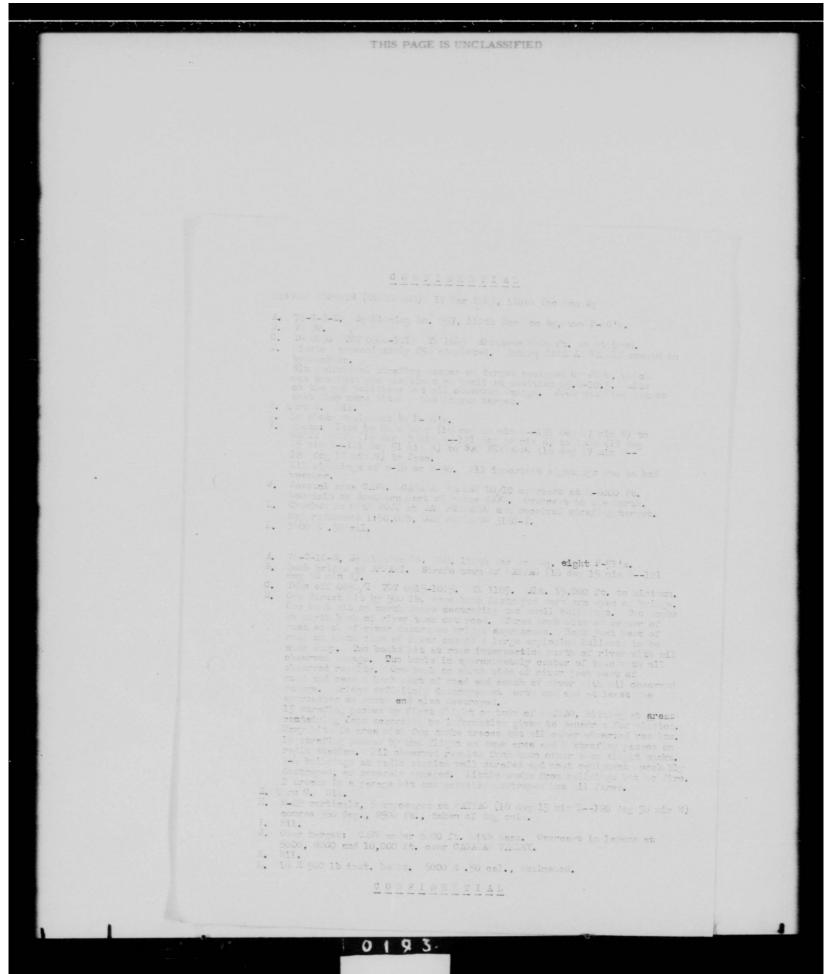
Along river south of town believed to be I DIA.A (16 deg 20 min M-121 deg 05 min 3) under a large tree was an object resumbling a hay stack that appeared to be a large will box about 25 ft. in dismeter and 15 ft. high. Route: Base to BANIO (16 deg 25 min 1-120 eg 55 min 3) thence worth long rote 1000464AX (17 deg 22 min 1-121 deg 10 min 3) then MV to LADAG (18 deg 15 min 1-120 deg 55 min 3) then SS to CASAYA VALSY endrouven down rote from 1000464AX to 00.700 to base.
   J. GAVU.
K. Mil.
L. Mil.
```

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                                                                                             110Th Florida, abstend 1552.03 Sqt babil
71st Technol Recommens mes Crou
      10: Cornaming General, For East Air Forces (1), APO 935.
                              75-0--- 3q Migdon No 901, 110th Tac Ren 3q, to P-0's.
                         The last of the complete. The course of the 
 T. T. K. R-22 obliques, from 2000 fb., course 255 deg., of palm covered tremches morthered of POSO, POSA ISLAND (10 deg 55 min R-121 deg 17 min a).

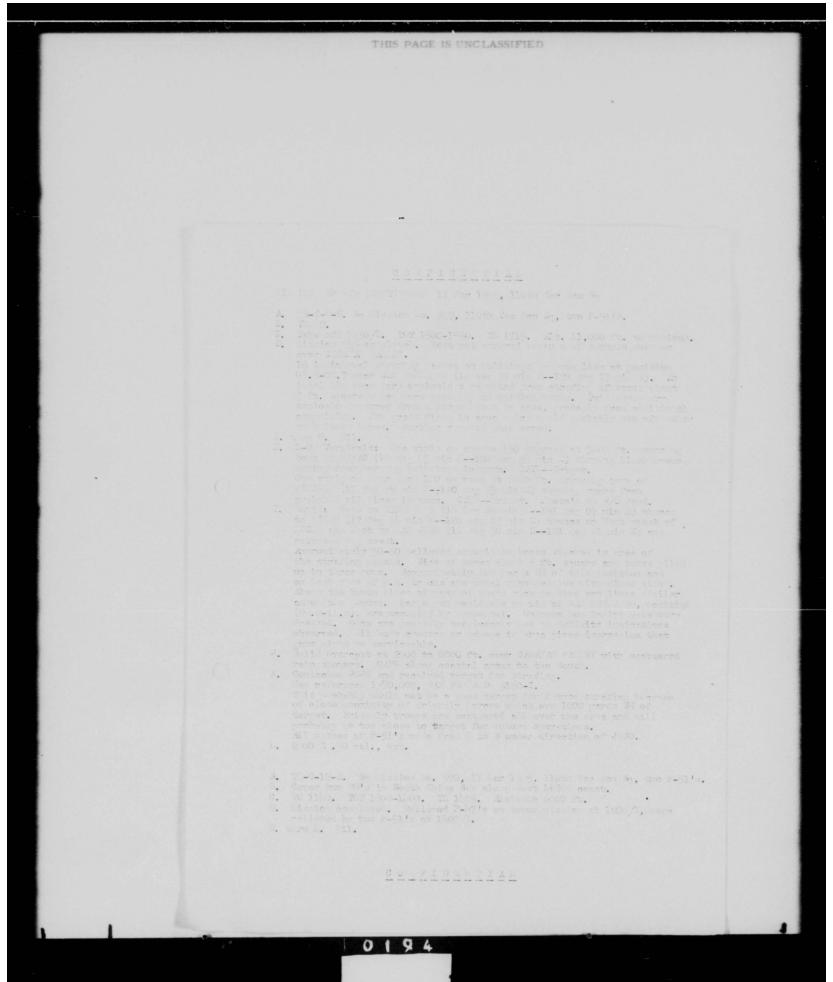
I. C. Lafar Island at (10 deg 22 min a-121 deg 25 min B) was series of partially conouflaged trenches commending beach 100 yards away. From road at (19 deg 21 min R-121 deg 25 min B, was series of partially conceilaged trenches commending beach 100 yards away. FOSO at FUGA ISLAND (18 deg 55 min R-121 deg 18 min B), 2 miles northeast of village was series of straight trenches covered by palm leaves. On rocky beach at (18 deg 5 min R-121 deg 17 min B), 2 miles north was rusty sed colored metal object about 7 ft. square and 9 ft. high.

J. CAVO to north coast line with some haze.
75-C-7-E, Sq Mission No 962, 110th Tee Ren Sq, two F-0's.
       J. CAVU.
       K. Nal.
      L. 2500 X .50 cal.
                                                                                                                                              Christial
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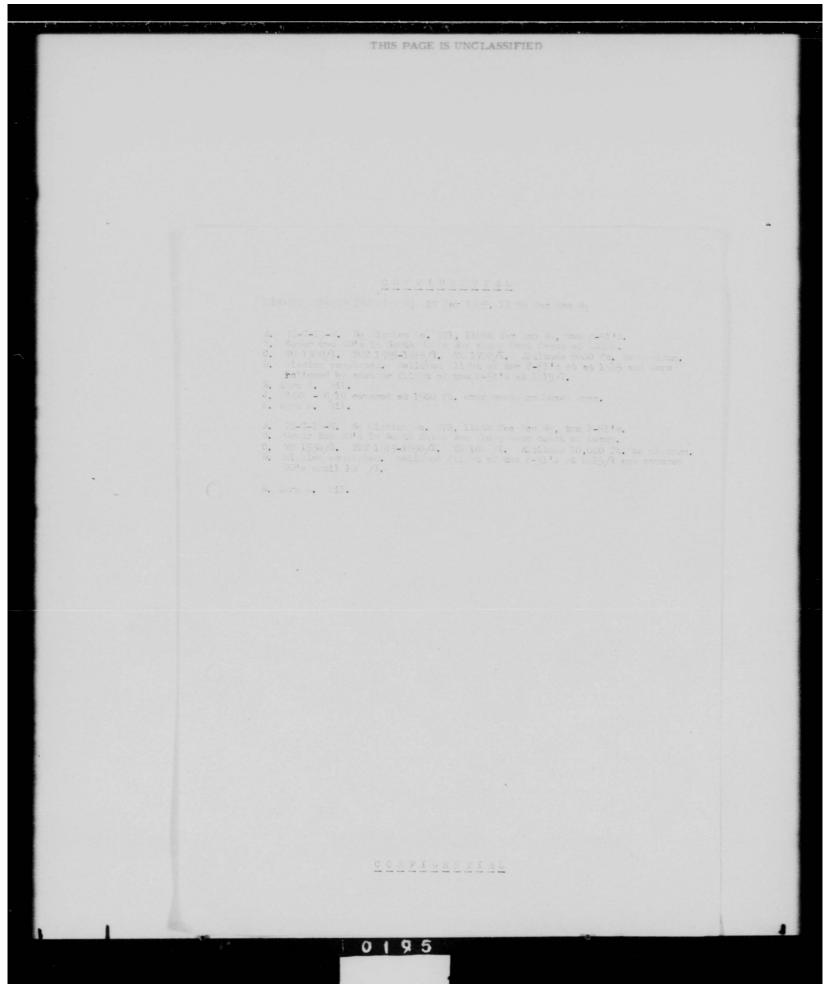




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THIS PAGE IS UNCLASSIFIED
      TO: Commanding General, For East Air Forces (r), Are 925.
Abo: AB of S. A-2. (Percent Communis)

    A. 77-C-1-8. Splitzion no. 975, liuch the sen St. the F-34s.
    S. 70 11.
    C. 10 0550/L. TOF 0725-0055/L. The Chieff. Additional L. 1000 Ft. to minimum.
    D. Robert of VR 32 conducted but more closed by unacher.

    J. No. 3. (1) ... (2) ... (2) ... (3) ... (3) ... (3) ... (4) ... (4) ... (4) ... (5) ... (5) ... (6) ... (6) ... (6) ... (7) ... (7) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) ... (8) 
                             77-0-7-8. So Mission to. 97, 110th Tac Ron Sq. two F-6's.
started fire with white smoke.

5. tiru (. di..

6. lil chote's and to be rescher.

1. At 10 den 27 min 15 sec --120 den 30 min 30 sec 8 observed morarmaty services les, amont not a sale red, uncanountage, state-body trues. Apart 1000 yards no the state red, uncanountage, state-body trues, apartmetly services like the sect of Address that a to.

10 des orthore sales of Address that a to.

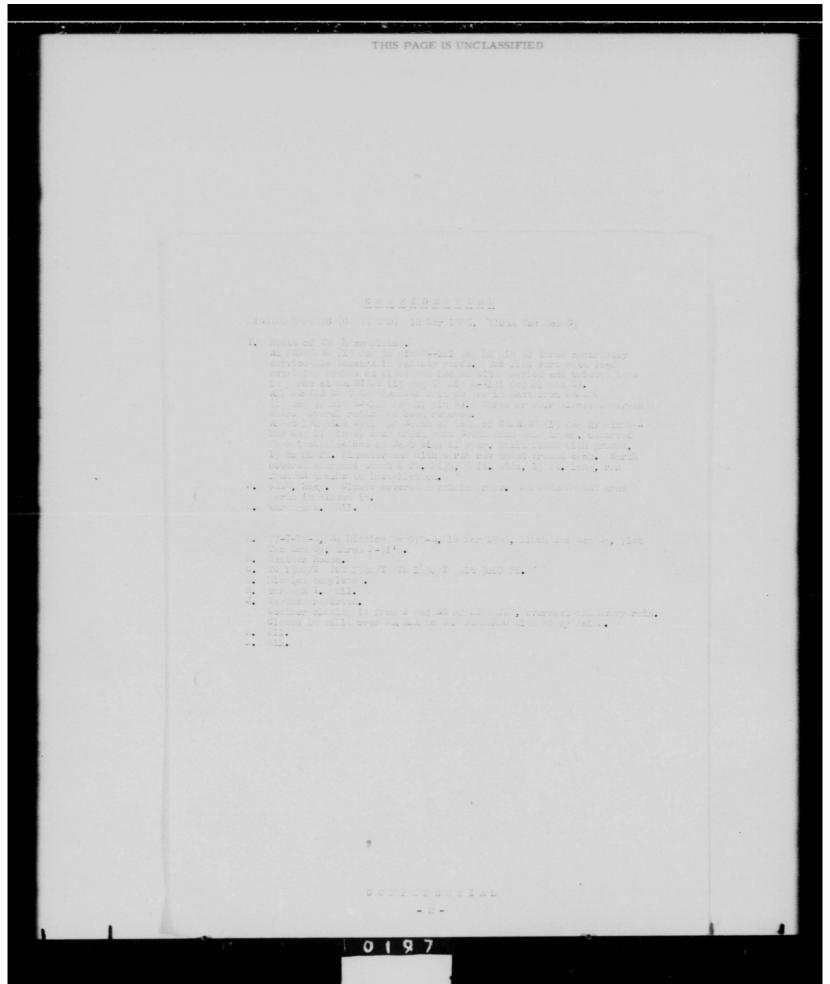
10 des orthore sales of Address that a to.

20 min 00 sec 8) retween two min mays and 100 yards from junction was large into revolunts 15 ft. diameter, six it. Min contain the thereofed and sided building about 50 by 21 ft. wide. Also a small ming stack.

3. All of orthore had 10/10 un erecut with base from deck to 3000 ft. and tone as both as 50 of the.

1. 11.

2000 X .5 cal.
                             77-0-0-8. Sq Wierion No. 975, 110th Tao den S., 2 F-0's.
   0. VR 95.
C. TO 0825/I. TOT 0915-1015/I. To 1110/I. Alektade 12,000 ft. to minimum.
D. Linko completed.
D. Chru O. - 11.
D. Till. To imports to Illinois hase.
                                                                                                                                              CORPIDE TIAL
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10: Commanding General, For Mast Air Forces (F), 170 905.
                  And J. 10 175/1 TOT 0800-0950/T The 1050/T Ale. 10,000 Pt. to minimum histories 100/2 com 1050c.

The individual straining masses on a bulldoger on main highest mass to 3.0 0005 A/D (13 cm 35 min 1-125 deg 15 min 2) with mil observed results. Uncount 0. Fil. 12. Obliques.

One strain at 2500 ft. on course of 550 degrees along beach at 120AMI (1. acg 07 min 2-125 acg bl min 2).

One strain at 500 ft. on course of 550 degrees of associate. Both show you positions, for holes, etc., along beach.

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                                                          1-5-1, 3, ki ion to 975, lluwis Jac Hon da, two i- 1's.
                                      10-0-0-1, Sq Michigan 977, 110th tes Ren Sq, the 1-51's.
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                       STADICA LIBRE DU 977, GUITINA)
                                           2. Strips of 2000 ft. on course of 270 degrees clong beach & mile Miles town of 2000 ft. on course of 270 degrees clong beach & mile Miles town of 2000 ft. on course of 100 degrees covering recently constructed pier in boy at DLAL B LLAT (10 deg 20 min 8- 20 deg 35 min 2). CAV.

I strip from 1000 ft. on course of 100 degrees from nosition 5000 yards in strip at 1000 ft. on course of 100 degrees from nosition 5000 yards in cols. one.

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A. 78-0-7-2, & Missish to 978, 110th fac Ron St, two P-51's.

B. VA 2.

C. TO 08/5/1 708 0000-1100/1 71 1130 Alt. 10,000 ft. to minimum

D. Four individual straff g was as on t in reafed building about 20 by 30 ft. and enclosed in revotant with sizes of 6-0 ft. Two stall puffs of cacke from each straffing mass. Probably small arms assumation.

Fursion results uncleaved. Turnet at crossrooms N. of ACCF FLADS (16 deg 20 min 1-120 deg 27 min 2).

Four sourting meases on ridge 10 miles north of SULVEC (17 deg 27 min 3-120 deg 27 min 2) where t arget was marked by stake under directions of JOJO 7. Target was apparently for holes or 16 positions, stc., concealed in grass. Few small grass first only observed results.

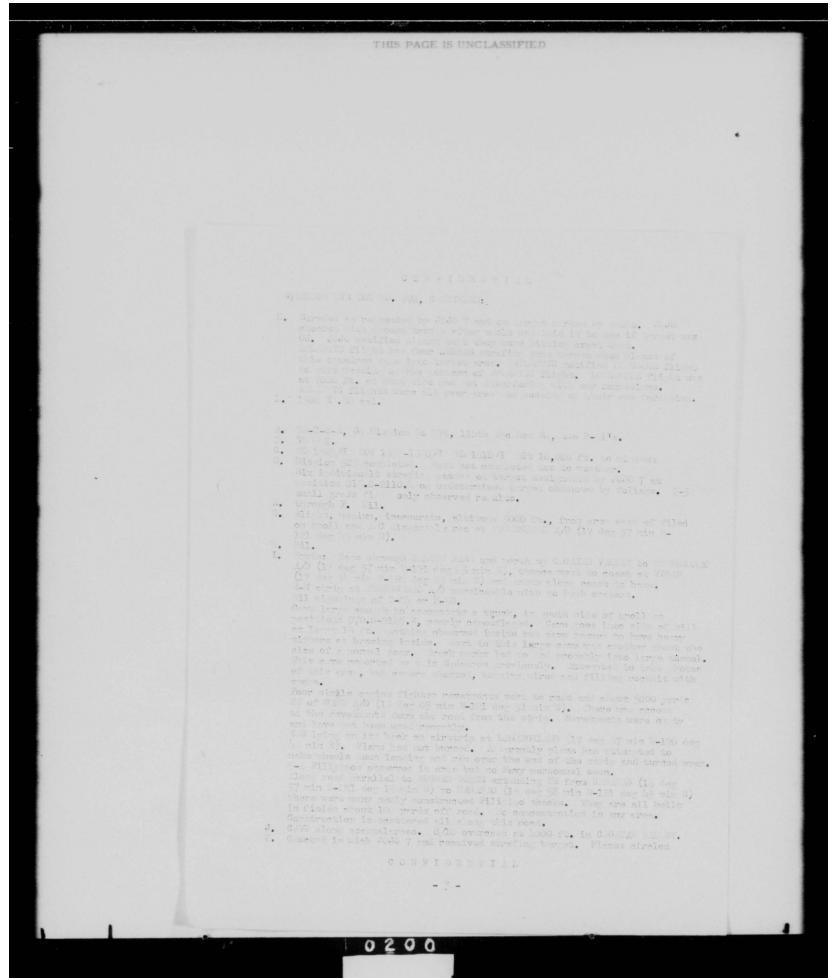
Chrough C. Mil.

A-2. Colleges:

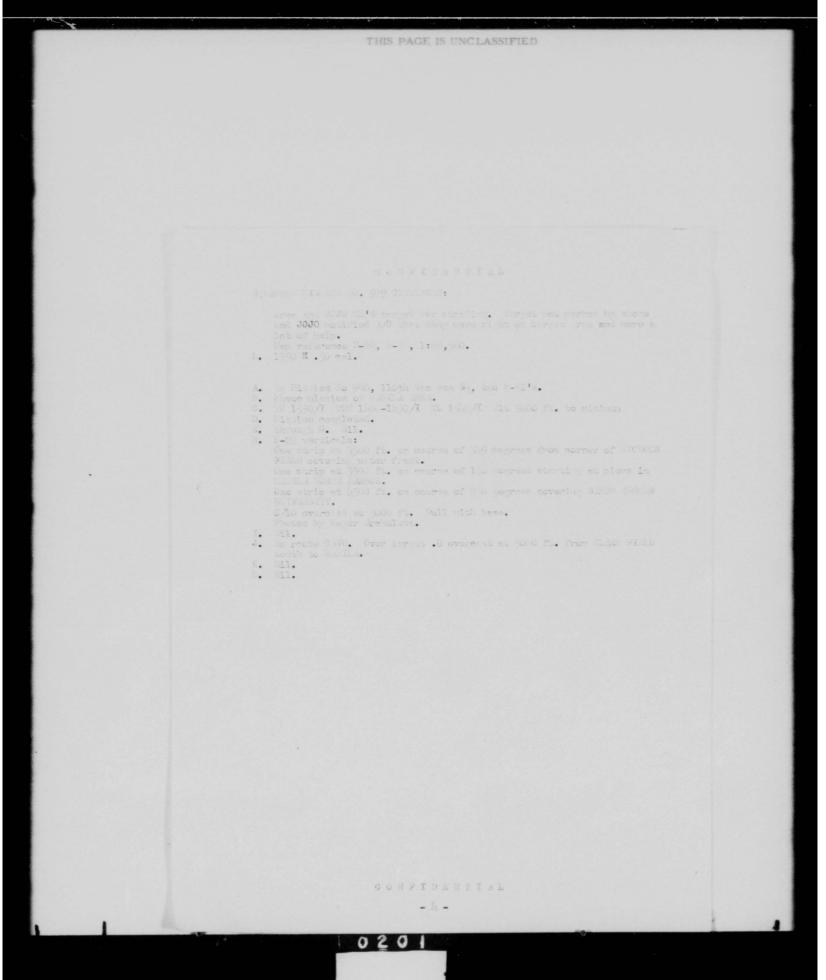
1 strip t 2000 ft. on course of 200 deg. covering A/D at MUROOS (17 deg 20 min -120 deg 30 min 3).

1 strip t 2000 ft. on course of 30 deg. of same target. GAVO - bright.

Noute: Base to DADATE PLAS and found valley entirely closed in by norther thems flow direct to VISAN (17 deg 35 min 8-120 deg 25 min 3) and worth close coast to DADATE PLAS and found valley entirely closed in by norther thems flow direct to VISAN (17 deg 35 min 8-120 deg 25 min 3) and worth close coast to DADATE PLAS and found valley entirely closed in by norther thems coast to DADATE PLAS and found valley entirely closed in by norther plant coast to DADATE PLAS and found valley entirely closed in by norther plant coast to DADATE PLAS and found valley entirely decade in by norther Plant coast to DADATE PLAS and found valley and plant approach to DADATE PLAS and found valley and plant approach to DADATE PLAS and found valley and plant approach to the plant and plant to the 
                                                             Bil important signalings because of weather covering easy territory. CAVU along coast. Solid overcast at 10,000 ft. over C.GAMAI V.A.AV.
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### CONFIDENTIAL

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Tactical Reconnaissance Group APO 70

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORTS

- A. 79-C-7-E. Sq Mission No 981, 20 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-51's.
- VR # 1.
- C. Take off 0700/I. Time over target 0800-0945/I. Time of landing 1000/I. Altitude 6000 ft. to minimum.
- D. Mission 75% accomplished. BABUYAN ISLANDS closed by weather. JOJO requested flight to strafe targets on ridge at position 05.0-10.0. Four individual strafing passes on general area of ridge and on tin shack about 6 ft. square. Nil observed results.
- E. through H. Nil.

  I. Route: Base direct to PATA (18 deg 38 min N-121 deg 10 min E) then return to Base along coast. Nil important sightings primarily because of weather obscuring majority of enemy territory.

  J. CAVU along coast. Solid overcast at 4000 ft. over islands north of
- Luzon.

  K. Unable to contact JOJO 19. Checked in with JOJO at SAN FERNANDO and received instructions of strafing target. Baker special, Baker red and Yellow and Baker 1 and 2 filled air completely, unnecessary transmissions and caused considerably difficulty with flight of P-51's receiving instructions from ground station.
  A-20's came in and bombed and strafed same target that P-51's were concentrating. This caused confusion between the two flights. P-51's flight had received instructions to strafe and did not hear ground station ordering A-20's to same target.

  Map reference: 1:50,000, SAN FERNANDO, 3160-I.

  L. 1100 X .50 cal.
- A. 79-C-8-E. Sq Mission No 982, 20 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-51's.
- B. VR # 5.
- C. Take off 0720/I. Time over target 0840-0855/I. Time of landing 1020/I. Altitude 12,000 ft. to minimum.
- Mission approximately 25% completed.
- E. through H. Nil. Route: Base direct to LEGASPI (13 deg 10 min N-123 deg 47 min E) and return practically direct, covering few areas not covered by weather. Most of territory obscured by weather.

  Approximately 40-50 ft. off shore from SAN ROQUE (13 deg 09 min N123 deg 45 min E) are objects spread out along entire beach about
  15 ft. apert. Objects are oval, about 3 and 2 ft. in diameter and

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look like bouys, or channel markers. These are possibly the mines the flight was instructed to look for. Objects are shown fairly clearly in low obliques made by this squadron 19 March in Mission No. 78-C-5-E, photo's No. 48,49 and 51. Nil photo's made today because of weather.

Town of SAN ROQUE appears to be fairly well vacated. Nil gun positions observed, and no fox holes or trenches observed in town as is usually noticed. On West side of road leading northwest from town of LEGASPI is a hospital. On West side of hospital are two zig-zag trenches about 50 ft. long. The hospital shows in photo No. 12 of Mission No. 78-C-5-E of this squadron.

15 ft. square mips shack enclosed a gun position on top of hill just NW of SANBORN A/D. Unknown if occupied. Observation difficult because of low hanging clouds on hill. Hill visible in photo no. 15 Mission No. 78-C-5-E. Three 10 ft. square revetments below this position and on east side of road near trees. These positions also show in this photo. Positions empty but believed to be old A/A positions. More similiar positions near A/C parking area west and southwest of this hill. Two shacks near road running toward beach just north of SAN ROQUE were blazing badly with red flame to 20 or 30 ft. and black smoke hanging over area. Cause of fire unknown. In area SW of town of SAN ROQUE were two aerial poles approximately 20-30 ft. high. Observed momentarily and no radio station observed. Just NW of town of SAN ROQUE behind breakwater or sand bar shown in photo no. 12 of Mission No. 78-C-5-E is a beacon light on a tower about 10 ft. high. This point is an excellent observation post.

Other details unobserved because of poor weather in area.

A. 79-C-11-E. Sq Mission No 983, 20 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-51's.

.9 covered at from deck up with scattered rain showers.

- two F-51's.

  B. Special recco of ALBAY GULF (13 deg 10 min N-123 deg 50 min E).

  C. Take off 0810/I.

  Time of landing 1120/I.

  Altitude 11,000 ft. to minimum.
- D. Mission completed. E. through G. Nil.

Over target:

through L. Nil.

H. K-22 Obliques:
Two strips on course 90 degrees at 700 ft. and two strips on course 270 degrees at 700 ft., both showing hill south of LEGASPI (13 deg 08 min N-123 deg 14 min E).
Weather: Dull, cloudy with slight rain on western edge of coverage.
Photo's by Lt. REGAN.

K-22 Verticals:
One strip on course of 90 degrees at 700 ft. across same hill.

One strip of same target on course 270 degrees at 700 ft.

Photo's by Lt. KAUFFMAN.

I. Route: Direct to LECASPI and return. Unable to recco RAPU-RAPU
IS. or BATAN IS. and eastern part of gulf because of weather.

There are scattered nipa huts along SW coast of BATAN ISLAND. However, although all new, they are build in usual manner of Filipino houses, and not like usual Jap shacks which are built on ground.

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On a small sand bar just off coast at PILA (NE of LEGASPI) was a small enclosure approximately 4 by 7 ft. and about 4 ft. high and covered with what appeared to be burlap. Approximately 10-20 yards off shore SE of LIBOG were logs stuck sproximately 10-20 yards off shore as of libou were logs stuck straight down into ground under water, separated by about a foot and extending along coast for a distance of 20 yards. These were underwater at time of observation, which is believed to be high tide. Approximately three miles SW of town of SAN ROQUE was a tower about 10-50 ft. high, probably a beacon.
On hill SE of town of SAN ROQUE were two white crosses about 1 ft. in length made out of slats about 3 inches wide. Building on top of hill does not appear to be a gun position, but it is excellent observation post.

J. En route: .7 overcast at 12,000 ft. Clear over gulf, scattered rain showers over land areas and eastern half of gulf.
 K. through L. Nil.

Sq Mission No 984, 20 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-51's.

B. VR # 2.

C. Take off 0815/I. Time over target 0915-1000/I. Time of landing 1045/1. Altitude 10,000 ft. to minimum.

D. Six individual strafing passes on target assigned in town of BYUN (18 deg 14 min N-121 deg 50 min E). Large fires resulted from 4-5 huts on SW side of town. Red flowe to 30-40 ft. and black smoke to 1000 ft. Nil other observed results. One possible photo obtained if not obscured by smoke.

Five individual strafing passes on targets assigned in town of PULA (18 deg 15 min N-121 deg 47 min E). Slight smoke from one nipa hut at west end of town. Nil other observed results. Only one gun firing

on one plane.

E. through F. Nil.

G. Slight, light, inaccurate, at 300 ft. from town of MANKAYAN (16 deg 52 min N-120 47 min E).

H. K-22 Verticals: 8 exposures on course 265 degrees at 1,000 ft. covering bridge and airstrip and starting just east of town of APACAI (18 deg 22 min N-121 deg 38 min E). CAVU -- bright.

121 deg 38 min E). CAVU -- bright.

18 exposures on course 60 degrees at 5000 ft. starting at crossroads south of LAL-LO (18 deg 12 min N-121 deg 40 min E). cloudy -- bright.

6 exposures on course 20 degrees at 5000 ft., starting 2-300 ft. SW of town of GATTARAN (18 deg 04 min N-121 deg 38 min E). Cloudy and dull. Photo's by Lt. KAISER.

1. VR mission 10% completed due & bad weather. Strafing mission completed. On hill south of PATTAO at position 975.9-2205.1 was a possible bivouac area. On east side of hill was a trench 75-100 ft. long with approximately 10 ft. of south end covered by tin roof. On south end of hill was a circular gun position about 10 ft. in digmeter. Posof hill was a circular gun position about 10 ft. in diameter. Position believed occupied by gun but nil personnel in area. Similiar gun position empty, on north side of hill. Many tracks and trails in area. Nil personnel or activity. Unable to obtain photo's because of low clouds.

J. Generally scattered cumulus at 300 ft. CAVU along coast. Solid overcast over CAGAYAN VALLEY extending to 9000 ft. from 1200 ft. Received weather report from HOT STOT stating weather was bad all

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through valley. 2800 X .50 cal.

79-C-10-E. Sq Mission No 985, 20 Mar 1945, lloth Tac Ren Sq, 71st Tac Ren Gp, two P-51's.

B. VR # 2.

C. Take off 1325/I.

Time over target 1110-1155/I.

Time of landing 1555/I.

Altitude 12,000 ft. to minimum.

D. Four individual strafing passes on light house on NV tip of PALAUI ISLAND (18 deg 35 min N-122 deg 08 min E) obtained hits but nil other observed results.

Four individual strafing passes on small light house off south shore of PALAUI ISLAND obtained hits but nil observed results.

One individual strafing passes on heached 50 ft. lugger, passibly One individual strafing pass on beached 50 ft. lugger, possibly serviceable, in small cove about one mile north of SAN VICENTE (18 deg 30 min N-122 deg 09 min E) obtained hits but nil other observed results. Six individual strafing passes on five nipa huts on northern section of SAN VICENTE obtained hits but nil other observed results.

E. through G. Nil.
H. Nil photo's due to weather.

VR # 2 completed. Nil sighting of any track sign on road on island of PALAUI (18 deg 33 min N-122 deg 08 min E) nor any sighting indicating recent activity. Island is heavily wooded, quite hilly.

In small cove about one mile north of SAN VICENTE (18 deg 30 min N-122 deg 09 min E) observed 50 ft. lugger drawn up on beach and under trees. Possibly serviceable.

J. Closed over mountains and CAGAYN VALLEY 10/10 with few scattered holes. Tops to 9000-10,000 ft. Scattered clouds above 18 deg 30 min N. Nil.

L. 1500 X .50 cal., est.

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110TH TACTICAL RECOMMAISSANCE SQUADRON 71st Tactical Reconnaissance Group APO 70

21 March 1945

TO: Commending General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORTS

- A. 80-C-6-E. Sq Mission No. 986, 21 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-51's.
- C. Take off 0700/I. Time over target 0815-0840/I. Time of landing 1000/I. Altitude 12,000 ft. to minimum.

  D. Mission 100% completed. Weather generally bed over entire area making observation difficult to impossible.

- E. thru G. Nil. H. K-22 Verticals:
  - N-22 Verticals:

    One strip on course of 210 degrees at 2500 ft. from LIBONG (13 deg 15 min N--123 deg 47 min E) south along shore to BANOG (13 deg 03 min N--123 deg 47 min E). 8-10 exposures on 20 degree course at 2500 ft. from town of BUENAUISTA (13 deg 03 min N--123 deg 48 min E) showing fishing vessels in bay.

One strip on course 110 degrees at 3000 ft. sterting at Western tip of RAPU RAPU Islands (13 deg 12 min N--124 deg 03 min E) and extending to

- Weather: Generally dull and cloudy.
  Photo's by Lt. HAWAUM.

  I. Route: Base direct to LEGASPI and ALBAY GULF area thence return along north coast of peninsula across LAMON BAY and direct to Base.

  Nil importent sightings in ALBAY GULF area that have not been previous ly reported. Weather extremely bad for recco as area was overcast with scattered rain showers.
- En route and return: .6 overcast at 7000 ft. over MANILASLAGUNA DE BAY area.
- Over target: .7 overcast 3-7000 ft.

  Flight was above weather northeast of POLILLO ISLANDS (14 deg 45 min N-121 deg 50 min E) and attempted to call ASHLAND, on A channel and MONGOOSE CRYSTAL on D channel and GOATME on C, but were not answered although A/C could hear ground stations transmitting to other A/C. Flight turned on emergency IFF in that a bearing on A/C could be obtained and would be available if needed as planes were low on gas and over ocean in bad weather.
- Nil.
- A. 80-C-7-E. Sq Mission No. 987, 21 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp. two P-51's.

VR #1.

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- Time over target 0820-1015/I. Altitude 10,000 ft. to minimum. Time of landing 1030/I. Altitude 10,000 ft. to min Mission 90% completed. Rest not covered due to weather.
- thru H. Nil.
  Route: Base directly to APARRI (18 deg 22 min N--121 deg 39 min E)
  thence north around two of BABUYAN ISLANDS, thence back to APARRI thence return along northwest coast of LUZON.

Many new installations on FUGA IS. (18 deg 54 min N--121 deg 18 min E) between twon of POSO and BINTO POINT. Along north shore of island approximately 1 mile west of BINTO POINT, was a trench about 200 yards long with many short trenches run ing off at right angles. individual fox holes in same area. All trenches and fox holes appeared unoccupied. About 3/4 mile to the east, three men riding horseback were observed. These men did not appear to have looked up at planes, but all waved as A/C passed over. South of these positions about 1/2 miles was a ridge running generally east and west. Built into the ridge were three tunnels. These tunnels slanted down below level of surrounding ground before entering hill. Size of caves was big enough to accommodate trucks, but pilots were unable to see into caves. specific evidence of truck marks or use of caves.

Many fox holes around outskirts of town of POSO. All of these installations mentioned appeared to be fairly new. On beach north of town of POSO, one box about 5 ft. square was observed. Sox appeared old. On beach south of POSO and on south shore were two probable M/G positions about 4 ft. in diameter and separated by about 50 yards. One was definitely empty and other was probably empty.

J. CAVU over coastal areas. Solid overcast at 9000 ft. over CAGAYAN VALLEY and 3000 ft. over northern BABUYAN ISLANDS.

K. Checked with JOJO but no strafing targets available.

Nil.

- 80-C-8-E. Sq Mission No. 988, 21 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-51's.
- B. VR #2.
- C. Take off 0755/I.

  Time of landing 1025/I.

  Altitude 12,000 ft. to minimum.

  D. Mission 75 % completed. Rest not covered because of weather.

  2 individual strafing passes on 2 span wooden bridge east of NASI
  (18 deg 14 min N--121 deg 56 min E) with hits causing fire which demaged and possibly destroyed bridge.

  One strafing pass on small wooden bridge and formula and fire which demaged and possibly destroyed bridge. One strafing pass on small wooden bridge made from new lumber and on highway west of NASI causing a fire which destroyed bridge.

2 strafing passes on serviceable boat similar to type VICTOR ABLE LUGGER about 70-100 ft. long pulled up on shore of river just south of town of APARRI (18 deg 22 min N--121 deg 34 min E). Hits resulted in smoke from ship causing at least moderate damage.

Nil.

Route: Base to AFARRI (18 deg 22 min N--121 deg 34 min E) and east along highway, thence return directly west to LADAG (18 deg 13 min N--120 deg 35 min E) and south along coast to Base.

Just east of road at DUGO (18 deg 16 min N--121 deg 42 min E) were 6-8 new dug-out positi ns about 4 ft. square and 5-6 ft. deep, almost 

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Nil important sightings one to weather covering majority of enemy

- J. CAVU along west coast of LUZON and broken along north coast. Solid overcast at 9000 ft. over mountains and CAGAYAN VALLEY.
- K. Requested strafing target from ground station but JOJO would not give any target but referred A/C to BOOTBLACK who did not answer. L. 850 X.50 cal.
- A. 80-C-10-E. Sq Mission No. 989, 21 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, eight P-51's.
- B. Bomb and strafe BONTOC. C. Take off 0815/I.
- Time over target 0835-0935/1.
- Time of landing 1000/I. Altitude 12,000 ft. to minimum. Bombed and strafed town of BONTOC with excellent results. Ten 500 lb demo bombs in target area marked on photos as group of buildings west of hospital. Two bombs on group of buildings just short of the target. Three more bombs further west of main target and one hung up, between only results was severed.

Only results was severe damage on 5-7 buildings and probable oil fires from two buildings which were completely destroyed and damage to 4-5 other buildings.

46 individual strafing passes on general target area hitting practically every building in town. Hits observed on all buildings but nil other

results observed.
One strafing pass on trenches next to large building west of hospital resulted in extremely large explosion, probably from aumo which was felt by planes at 1500 to 2000 ft. altitude. Large crater 15-20 ft. left

- from explosion.

  E. thru F. Nil.

  G. Slight, S/A and M/G, inaccurate at 1500 ft. altitude from building used as Jap Garrison on north side of town of BONTOC.

One strip on course 200 deg. at 6000 ft. covering general target area.
One strip on course 210 deg at 6000 ft. over town.
Weather: Cloudy and bright with cloud shadow.
Photo's by Lt. PRITTS.
I. Nil important sightings.
J. En route and return: CAVU.
Over towns of the compact of 7000 ft.

- Over target .5 overcast at 7000 ft.
  K. Nil.
  L. 16 X 500 lb. demo bombs, inst. fuse, dropped on target. 8500 X .50 cal., estimated.
- A. 80-C-9-E. Sq Mission No. 990, 21 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-51's.
- VR #2.
- C. Take off 1300/I.
  Time of landing 1540/I.
- Time over target 1315-1540/I.
  Altitude 10,000 ft. to minimum.
- D. Mission completed.

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Four individual strafing passes on small 6 % 6 ft. cave at 970.1-2140.05 (1:63,360-N-33) resulted in small column of white smoke from

Four individual strafing passes on camouflaged installation, trench and area at 965.8--2155.2 (N-33 1:63,360) resulted in hits but nol

observed results.

E. thru G. Nil.

H. Firty-five ft. of gun camera film of attack areas.

No sighting of surficient importance other than those previously photo'ed.

I. VR #2 completed.

VR #2 completed.
At 970.1--2140.05 (N-35 1:65,360) observed green canouflage flat roof type one ft. above ground, size 6 % 6. Alongside was trench two ft. wide and six ft. long, unoccupied. Ghall nips house twenty ft. directly Southwest.
Road from FATTAO (18 deg 15 min N--121 deg 48 min E) to S. VICENTE (18 deg 28 min N--122 deg 10 min E) is well used. All bridges serviceable except one at 18 deg 21 min N--122 deg 06 min E where three large rafts were anchored, evidently for use as ferrys. The largest raft seemed large enough to carry a truck. Heaviest road useage seemed to be on western section of road.
Western mountains cloud covered, Southern CAGAYAN VALLEY 5/10 at 1,000 ft. thinning out to CAVU over Northern section of valley.

Nil. 1400 X .50 cal.

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110TH TACTICAL RECONNAISSANCE SQUADRON 71st Tactical Reconnaissance Group APO 70

22 March 1945

TO: Commanding General, Far East Air Forces (P), AFO 925. Att: AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORTS

- A. 81-C-7-E. Sq Mission No 991, 22 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-51's.
- VR # 2.
- B. VR # 2.

  C. Take off 0710/I. Time over target 0770

  Time of landing 0925/I. Altitude 8000 ft. to minimum.

  D. Mission 90% completed. Northern section along coast covered by weather and unable & recco.
- No cameras in planes.
- I. Route: Base to BALETE PASS (16 deg 07 min N-120 deg 56 min E) and north through CAGAYN VALLEY to DUMMUN (18 deg 02 min N-121 deg 45 min E) and return by same route.

At several points along west bank of CAGAYN VALLEY are many obviously At several points along west bank of CABARN VALLEY are many obviously new fox holes and trenches. One s ot covers almost entire west bank of river south of CABAGAN (17 deg 26 min N-121 deg 45 min E) along entire S-W stretch of river. Further to the south, below bend in river is another stretch of 3-4 miles. Last section is along N-S stretch of river at CANAPI (17 deg 12 min N-121 deg 52 min E). These entrenchments are usual zig-zag type trenches of 75-100 ft. long spread out over the area. Fox holes are scattered indiscriminately around and also spaced

between stretches of trenches. Wil gun positions or armament observed anywhere but a few persons, believed a be Filipinos, were observed working on positions. Natives formerly living near east bank of CAGAYAN RIVER appear to have moved east from river area and are building new mi a huts in the foot-

- hills of mountains to the east. Condition appears to exist generally for 10-15 miles N, of TUGUEAGARO (17 deg 37 min N-121 deg 43 min E).

  J. CAVU along west coast and mountains. CAVU over CAGAYAN VALLEY with
- heavy haze. Low overcast over northern coast line.

  K. Contacted JOJO And was informed "The area is secured" and no strafing target was recieved.
- Nil.
- A. 81-C-8-E. Sq Mission No 992, 22 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-51's.
- VR # 5. C. Take off 0800/I. Altitude 4000 ft. to minimum. Time over target 0830-0930/I.
- Time of landing 1015/1. Time over target 0830-0930/I. Mission partially completed. Mush of area covered was not recood properly due to undercast obscuring territory and causing pilots difficulty in navigation as they were unable to spot check oints.
- through H. Nil. Nil important sightings not previously reported and because of weather over recco area.

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- J. En route: .9 overcast at 4500 ft. Over target: .9-.10 overcast at 4500 ft.
- K. through L.
- 81-C-9-E. Sq Mission No 993, 22 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-51's.
- VR # 1. Time over tatget 0900-1035/I.
  Altitude 12,000 ft. to minimum. C. Take off 0015/I. Time over tatget 0900-1035/I.

  Time of landing 1100/I. Altitude 12,000 ft. to minimum.

  D. Mission 95% completed. Unable to cover two northeastern of BABUYAN

ISLANDS because of weather.

- B. through G. Nil.
  H. K-22 Verticals: One strip over CULAO (15 deg 37 min N-121 deg 08 min E) at 3500 ft., course 120 degrees, showing guerilla airstrip. Weather: CAVU, bright.
- I. Many fox holes and several trenches along beaches near PANGOL POINT and near VISTA on DALUPIRI ISLAND (19 deg 05 min N-121 deg 12 min E). All appeared to be in fairly good condition but mone occupied.
  At a point in center of FUGA ISLAND (18 deg 52 min N-121 deg 22 min E)
  just north of town of NAGUILIAN is a knoll which is about the highest point in the island and t is is covered with many individual fox holes, zig-zaf trenches, and a few M/G positions and caves. All appeared to be in fairly good condition but unoccuppied. To the north from this knoll was a drainage ditch leading to the beach. Near the south end of this ditch was a large clump of trees on both sides of the ditch. At the south end of the ditch and about 30 ft. up side of hill was a harbee nole about 20.20 ft. till with a wire running from the top to bamboo pole about 20-30 ft. tall with a wire running from the top to an undetermined position concealed under he clump of trees. Nil sightings of possible torpedo launching ramp on BARIT ISLAND. Strip photographed and designated as CULAO is possible NAMUAC.
- Over target: CAVU, scattered clouds and
- En route and return: CAYY. Over target: CAVU, scattered clouds and rain showers over p rt of BABUYAN ISLANDS. Checked in with JOJO 5 and were referred to JOJO 7. Planes did not have enough gas to return for any strafing mission JOJO 7 might have designated.
- L. Nil.
- A. 81-C-12-E. Sq Mission No 994, 22 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two P-51's.
- B. Special photo mission of highway # 5.
  C. Take off 0915/1. Time over target 0945-1015/1. C. Take off 0915/I. Time of landing 1115/I. Altitude 9000 ft. to minimum.

D. Mission completed. through G. Nil.

through 6. M11.

K-22 obliques of highway # 5 from BAGABAG (16 deg 37 min N-121 deg 15 min E) east to CORDON (16 deg 40 min N-121 deg 28 min E) and return. Attitude 800 ft. abovet errain. Weather: Bright with cloud shadow. Four exposures at 6000 ft. on course of 360 degrees covering CUBANO (16 deg 50 min N-120 deg 48 min E) showing scattered fires caused by bombing on strating by unphasowed AC. by bombing or strafing by unobserved A/C.

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J. CAVU, light scattered clouds.

K. through L. Nil.

- 81-C-10-E. Sq Mission No 995, 22 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.
  - Time over target 1330-1415/I.

C. Take off 1315/A. Time over target 1330-1/15/.
Time of 1 ading 1600/I. Altitude 10,000 ft. to minimum.
D. Mission 75% completed due to intensive recco of lower area. Altitude 10,000 ft. to minimum. 8 incividual strafing passes on small hill area 250 yards SW of LUNGOG (17 deg 28 min N-120 deg 28 min E) on request of JOJO,

resulted in grass fire only observed results.

through G. Nil. H. Nil, no cameras.

VR # 2 as far north as TUGUEGARAD. Road from ILAGAN (17 deg 09 min N-Vi # 2 as far north as TUGUSGARAD. Road from ILAGAN (17 deg 09 min N-121 deg 53 min E), southeast and east toward PALANAN BAY recood as far as (17 deg 00 min N-122 deg 09 min E). Road was one lane, dirt and appeared to be well used. Could not go farther east because of low overcast. From road junctionat (16 deg 59 min N-121 deg 57 min E) road continues south and west to REINA AERCEDES. This road is also one lane and shows sign of heavy vehicle useage. Entire section of roads described shows are continued by with strength of the section of t roads described above, serviceable with stream crossings either bridged

Highway # 11 from ferry at EMRILE (17 deg 33 min N-121 deg 42 min E) SW to BOLTOC (17 deg 05 min N-120 deg 58 min E) seemed to be servicable. Did observe a few felled trees across road in EW section in upper CHICO RIVER area.

- Northeastern mountains closed by weather. CAGAYAN VALLEY CAVU, as well as west coast.
- K. Nil.
  L. 1400 X .50 cal, est.
- A. 81-C-11-E. Sq Mission No 996, 22 Mar 1945, 110th Tac Ron Sq, 71st Tac Ron Gp, eight F-6's.

B. Bomb and strafe BONTOC.

C. Take off 1400/I. Time over target 1435-1515/I. Time of landing 1615/I. Altitude 10,000 ft. to minimum. Two bombs direct hit on large building in northern section of town blowing roof from building.

Two bombs in southern section of town resulted in column of yellow smoke to 100 ft. Cher bombs in target area with unobserved results.

18 individual strafing passes on all buildings not previously damaged resulted in small fires from four large buildings, one very large fire from five large buildings in compact group, orange flame and billowing black smoke, and a large fire from three large buildings. South and east of town four large nips shacks fired with yello smoke to 500ft. Strafing passes also made on areas of small arms fire with unobserved results.

results.

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E. through F. Nil.
G. Small fire from five different areas within town. Also observed few small arms shot from half way up hillside. All inaccurate.

H. 10 x K-22 obliques from 5000 ft., heading 360 degrees, of target area before strike. Two separate runs. Photo's taken by Lt. Sheridan.

82 x K-22 obliques from 500, 900 and 4000 ft., heading 360 degrees and 270 degrees, of strike results. Photo's taken by Lt. Regen.

11 x K-22 verticals from 4000 ft., heading 006 degrees, of strike results. Photo's taken by Lt. Upton.

20 x K-22 obliques from 1000 ft., heading 35 degrees, of strike results, Two separate runs. Ahoto's taken by F/O Almlov.

Weather, bright sunshine with some haze.

I. Nil sightings not previously reported.

J. Weather: CAVU over target.

10/10 overcast at 8000 ft. in southern part of western mountain range.

mountain range.

K. Nil. L. 16 X 260 lb. frag. bombs, inst. fuse. 11,850 X .50 cal.

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110TH TACTICAL RECOMMAISSANCE SQUADRON 71st Tactical Reconnaissance Group APO 70

23 March 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

FINAL MISSION REPORTS

- A. 82-C-7-E. Sq Mission No 997, 23 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.
- B. VR # 1.
- C. Take off 0715/1. Time of landing 0945/I.

Altitude 13,000 ft. to minimum. Time over target 0745-0915/I.

- D. Mission 85% completed. Rest not covered due to weather over north eastern BABUYAN ISLANDS. Two individual strafing passes on Victor Able type lugger pulled up on shore on east bank of CAGAYAN RIVER just south of AFARRI (18 deg 22 min N-121 deg 39 min E). Boat had been previously strafed by this squadron and badly damaged and attack today completely destroyed remaining part of boat. through G. Nil.
- E. through G. Nil H. K-22 verticals. One strip at 10,000 ft. on course 270 deg. starting at east tipof FUGA IS. and extending to west end. One strip at 10,000 ft. on course 090 deg. covering northern line of FUGA IS. (18 deg 53 min N-121 deg 20 min E). One strip at 10,000 ft. on course 330 deg. starting at southern tip of DALUPIRI IS. (19 deg 05 min N-121 deg 15 min E). One strip at 7000 ft. on course 180 deg starting at town of VISTA on DALUPIRI IS. One strip at 5000 ft. on course 150 deg starting at town of BANOA on

One strip at 3000 ft. on course 180 deg. covering western edge of FUGA. One strip at 3000 ft. on course 150 deg. from NW tip of island across town of POSO.

weather generally CAVU and bright.
Photo's by Lt. O'Neil.

I. Route: Base direct to north coast LUZON circled BABUYAN ISLANDS, and returned along west coast LUZON where weather allowed passing over BAGUIO, thence to base.

Many new fox holes and trenches and probable gun positions, M/G or larger, in area approximately 2 mile NE of POSO on FUGA IS. Many of these not observed by flight yesterday morning.

A single lane highway in good condition and apparently recently A single lane highway in good condition and apparently recently constructed runs from town of PASO south along beach just curving around southwestern tip of island. This road not observed by

yesterdays patrol in this rea.

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On beach a mile SE of town of BANOA on DALUPIRI IS. were several piles of supplies of about 20-25 boxes approximately 3-4 ft. square. In this same area were buildings approximately 15 X h0 ft. which appeared to be barracks. Nil activity or personnel observed.

Close to beach south of town of VISTA was a probable grass airstrip bout 2-3000 ft. long and in good condition. Nil equipment or personnel. mile east of town of BANOA on a ridge were two unoccupied M/G positions. In open field north of these gun positions were six 3-4

positions. In open field north of these gun positions were six 3-4 ft. square horse shoe shaped depressions or revetments, also unoccupied. All area covered by photo's.

J. 10/10 overcast at 9-10,000 ft., breaking at northern part of LUZON. Overtarget 7/10 overcast at 8000 ft. generally.

K. Positions described in paragraph "I" could be well taken care of by several destroyers or by 10-12 heavy bombers pattern bombing.

Targets are easily identified and well grouped, but too spread out for dive bombing by fighter aircraft. for dive bombing by fighter aircraft.

L. 400 X .50 cal.

A. 82-C-8-E. Sq Mission No 998, 23 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.

VR # 5. Time over target 0845-0930/1. Altitude 10,000 ft. to minimum. C. Take off 0800/I. Time of landing 1045/I.

D. Mission not completed due to weather. E. through H. Nil.

Mil sightings. Entire recco area covered with overcast extending from 600 ft. to 8000 ft. Unable to recco any of area.

From MANILA east and covering SE peninsula. Solid overcast at

600 to 8000 ft. with scattered rains howers.

through L. Nil.

A. 82-C-9-E. Sq Mission No 999, 23 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.

B. VR # 2. C. Take off 0830/I. Time over target 0900-1100/I. Altitude 10,000 ft. to minimum. Time of landing 1130/I.
D. Mission 100 % completed.

Four individual strafing passes on believed serviceable, camouflaged truck headed north and p rked on side of road north of town of APUNAN All believed position 16 deg 43 min N-120 deg 46 min E. Hits but nil fires observed. Seven strafing passes on 3-4 mips in area of 8-10 tim roofed shacks about 10X15 ft. at position believed near REST HOUSE at 16 deg 52 min N-120 deg 54 min E. Area well sprayed but nil observed tesults. E. through H. Nil

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I. Route: Base through BALETE PASS to GARIT MORTE (16 deg 35 min N121 deg 39 min E) to IPIL (16 deg 41 min N-121 deg 38 min E), then
north through valley to APARKI (18 deg 21 min N-121 deg 39 min E)
and then 20-25 miles east of APARKI, then return through valley and hit
BONTOC (17 deg 06 min N-120 deg 58 min E) BAGUIO (16 deg 25 min N120 deg 35 min E) and return to base.
School building in town of MASI (18 deg 14 min N-121 deg 56 min E)
had many unoccupied for holes scattered about.
Bridge at APARKI which had been put out of commission by this squadron
had been repaired and rigged up for light one way traffic.

J. En route: Overcast over BALETE PASS area. Over CAGAYAN VALLEY,
CAYU. On return: Heavy haze in BAGUIO area.

K. Nil.

K. Nil. L. 2200 X.50 cal.

A. 82-C-10-E. Sq Mission No 1000, 23 Mar 1945, 110th Tac Ron Sq, 71st Tac Ron Gp,

C. Take off 1330/I.

Time of landing 1615/1.

Time over target 1345-1530/I. Altitude 10,000 ft. to minimum.

Two individual strafing passes on cave into hiliside at (13 deg 05 min N-121 deg 40 min E) with small column of white smoke only observed reults. through G. Mil.

Weather 3/10 clouds at 7000 ft. dull.

15 x K-22 oblique exposures, course 90 degrees, altitude 1000 ft. from our front lines, vicinity of (16 deg 10 min N-120 deg 51 min E) of IMUGAN - SANTA FE road.

MUGAN - SANTA FE road.

20 x K-22 exposures, course 270 deg., altitude 1000 ft. of same area starting vicinity of IMUGAN of road to our front lines.

30 x K-22 verticals course 100 deg., altitude 6000 ft. starting about (16 deg 10 min N-120 deg 53 min E) of road to IMUGAN area.

10 x K-22 obliques of unidentified position at LAL-LO (18 deg 22 min N-120 deg 39 min E) course 3.0 deg, altitude 1000 ft.

10 x K-22 obliques of unidentified positions north of LAL-LO course 160 deg. at 1000 ft. Weather dull.

180 deg. at 1000 ft. Weather dull. Route: VR # 2.

I. Route:

All ridges adjacent to road west of IMUGAN (16 deg 09 min N-120 deg 54 min E) had fox holes. Fositi ned to command road and extend back about 100 yards. Occupancy unidetermined.
Well used foot trail from head of IMUGAN RIVER starting just west of town of IMUGAN and running north towards PINGKIAN (16 deg 19 min N-

At (18 deg 14 min N-121 deg 40 min E) next to river were four separate holes about 6 by 6 ft. openings dug in row so each pit about 2 ft. from adjoining. Photo's taken.

Two 6 by 6 ft. sod covered pits or positions with openings facing west, positions (18 deg 05 min N-121 deg 39 min E).

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One cave in hills in bivouac area south and east of LAL-LO caved in by attack of week ago now respired. In area of east bank of CAGAYAN RIVER where bank rose to any height had individual fox holes or caves into bank and facing river.

At 1525 hours, sighted 2 F-6's and one SBD searching for BURGOS E.G.L. on request lead them to field where one F-6 made emergency landing.

SBD landed picked up pilot and departed safely for HONEY STRIP.

8/10 at 5000 ft. over CAGAYAN VALLEY and western mountains. Scattered rain to porth. West coast CAVU.

Nil. L. 200 X .50 cal.

82-C-6-E. Sq Mission No 1, 23 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp,

Bombed secondary target, northeast section of TAKAD, FORMOSA.

Take off 071:0/1.

Altitude 11 000 to 6000 ct. Altitude 11,000 to 6000 ft. Time overt arget 1020-1030/I. Time of landing 1240/I.

Three bombs on secondary target with results unobserved due to cloud coverage ovet target. Two bombs refused to release and were jettisoned at sea with difficulty.

through F. Nil.

Moderate to intense, medium, inaccurate bursting at 6000 ft. while planes were at 12,000 ft. over HEITO A/D (22 deg 41 min N-120 deg 27 min E).

Nil due to cloud coverage and due to maintaining formation on way up and H.

I. Route: Base direct to FORMOSA at (22 deg 26 min N-120 deg 29 min E) then to primary target which was closed by weather, thence to secondary then to primary target which was closed by weather, thence to secondary target, thence direct to base.

From 7000 ft. sighted 5 freighters, 7000 tons at unchor in harbor at TAKAO (22 deg 37 min N-120 deg 15 min E).

From 12,000 ft. sighted bomb crater in middle of strip on east side of CHOSU A/D (22 deg 29 min N-120 deg 30 min E) would not interfere with serviceability of strip.

10,000 ft., HEITO A/D sighted ten or twlve planes ont axi way. Probably more planes scattered in dispersal area but altitude and formation speed did not permit thorough sighting.

speed did not permit thorough sighting.

J. 10/10 overcast at 1000 ft., layer at 5500 ft. from 23 deg 30 min N121 deg 00 min E, southwesterly to and including TAKAO. South and east

K. Bombing very unsatisfactory. Two bombs on first SNAFU partially loosened on take off and swung from one end damageing wing. Release was very difficulat on five planes. One took 45 minutes to jettison. 5 X 3 - 260 lb. frag clusters on target.

Nil X .50 cal.

A. 82-C-11-E. Sq Mission No 2, 23 Mar 1945, 110th Tac Ren Sq. 71st Tac Ren Gp,

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- B. Special recco NAGUILIAN area (17 deg 03 min N-121 deg 50 min E) for reported crashed pilot.
   C. Take off 1500/I. Time over target 1530-1615/I. Time of landing 1645/1.

  D. Mission completed.

  E. Through G. Nil. Altitude minimum.
- E. Through G. Nil.

  H. 20 x K-22 oblique exposures, heading 90 deg. and 270 deg., altitude 1000 ft., of GAMU (17 deg 06 min N-121 deg 50 min E) and school yard. 10 x K-22 vertical exposures heading 360 degg, altitude 2000 ft., of GAMU school yard.

  20 x K-22 oblique exposures, heading 360 degrees, altitude 1200 ft., of NAGUILIAN (17 deg 03 min N-121 deg 50 min E).

  Weather clear nd bright.

  I. Route: Base direct.

  In school yard in town of GAMU was written with bamboo "Friendly town, guerillas Zone". No identification panels observed. Civilian dressed individuals waved as planes appeared. Photo's taken.

  J. Scattered cl uds from 3000 ft. up over CAGAYAN VALLEY. .8 overcast at 6000 ft.
- at 6000 ft.

  K. Nil.

  L. Nil.

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110TH TACTICAL RECONNAISSANCE SQUADRON 71st Tactical Reconnaissance Group APO 70

21 March 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORTS

- A. 83-C-6-E. So Mission No 3, 24 Mar 1945, 110th Tac Ren So, 71st Tac Ren Gp, two F-6's.
- VR # 2. C. Take off 0730/I. Time over target 0800-0930/I.
  Time of landing 1000/I. Altitude 11,000 ft. to minimum.

  D. Mission 80% completed. Southern half of CAGAYAN VALLEY not covered due to
- overcast at about 1000 ft. Two individual strafing passes 40-50 ft. river barges pulled up on north bank of river running east from CAGAYAN RIVER at ARARKI. Hits but no fires observed.

Two individual strafing passes on 6-7 40-50 ft. river barges pulled up against east shore of CAGAYAN RIVER and hidden under trees along bank of town of LAL-LO. One flash fire probably from gas tank of one barge. One strafing pass on 4-5 similiar barges on north bank of river below town of TUMAUINI with hits but unobserved esults. Two strafing passes on truck possibly already damaged on road just SE of TUMAUTNI with hits but nil observed results.

through G. Nil. K-22 Obliques:

Bridge at FIGGATAN (17 deg 58 min N-121 deg 50 min E) at 2500 ft. on course 360 degrees. Bridge NE of ALCALA (17 deg 40 min N-121 deg 49 min E) at 2500 ft. course 360 degrees.

Bridge south if town AMULUNG (17 deg 45 min N-121 deg 54 min E) at

2500 ft. on course 360 degrees. Bridges between towns of BAYO and IGUIG (17 deg 45 min N-121 deg 45 min E). Bridge east of TUGUEGARAU (17 deg 37 min N-121 deg 45 min E). Bridge NE of TUMUAINI.

Bridge east of ILAGAN.

All exposures from 2500 ft. on course of 360 degrees, one to three exposures per bridge. Weather: cloudy and dull.

Photo's taken by Lt. Herman Johnso.

I. Route: Base through BALBIS PASS covering all of CAGAYAN north to north coast of LUZON. Southern extremity of valley weathered in and not covered. On west bank of CAGAYAN RIVER just opposite town of LAL-LO was a pole about 6-7 inches in diameter and 20 ft. long. A steel cable was attached to the pole about 3/4 of the distance up and the cable hung down under the surface of the water reappearing on the other side and terminating

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at an undetermined point amidst a wooded area. First plane made strafing pass without observing cable but on breaking off and circling noticed it and notified wingman who was then on his strafing pass. Wingman saw ripple in water as cable broke up and saw cable stretched across river with water dripping from it. Cable was then lowered into water after planes ceased strafing.

On road approximately 1 mile NE of town of TUM.UINI (17 deg 17 min N-121 deg 49 min E) were 10-12 empty ox-carts proceeding northwest along trails. Personnel driving did not wave or look up.

10/10 overcast at 9000 ft. over CAGAYAN VALLEY with lower overcast at 1000 ft. in southern part of valley. Light scattered clouds at 5000 ft. in northern section of valley.

L. 1600 X .50 cal.

83-C-7-E. So Mission No 4, 24 Mar 1945, 110th Tac Ren So, 71st Tac Ren Go. two F-6's.

C. Take off 0815/1. Time over arget 0835-1050/I. Time of landing 1115/I. Altitude 7000 ft. to minimum. D. Mission about 75% completed. Eastern section of recco along coast weathered in and unable to recco.

through H. Nil.

I. Route: Base to GABANATUAN (15 deg 30 min N-120 deg 54 min E) thence south along mountains to LAGUAN DE BAY area, covering area south to coast and east to LUCENA A/D (13 deg 55 min N-121 deg 35 min E), thence back through mountains to the north and direct to base. 8-10 trenches about 6-8 ft. long on east side of road just on NE side of town of INILOAN under trees in area and unable to determine occupancy. 500 yards north of town of LUMANGBAYAN, was a circular hut about 2 ft. off the ground, 8 ft. high and about 5 ft. in diameter. From the top of the shack, four ropes or wires rant o the ground about 30 ft. away from the hut. The ropes ran in 4 different directions. Approximately north of this hut were two more very very similiar. All these shacks had no sides, just four poles holding up the roof. Each of these huts to the north had 2-4 persons believed to be Filipinos, but when planes cam in for second look people had disappeared. In center of town believed to be KALUBKOT were many people believed to Filipinos who waved as planes passed over. 3 men observed stripped to the waist and carrying side arms. They also waved hats at planes. People were generally just milling around town. On a pole near the center of the town was and American flag about 4 X 6 ft. and flying upside down. At CASTAWAS, just NE along coast, was another similiar flag flying in normal fashion on a pole on beach. Noticeable lack of activity along roads northeast from ROSARIO (13 deg 50 min N-121 deg 12 min E) and east from town of TIAONG, but roads in this area appear heavily traveled.

Road N from TAYADAS is well traveled single lane road and is muddy and rutted.

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Ford sedan believed serviceable on road 5 miles up road running NE from SINILOAN. On south side of road at bottom of horse shoe curve, position 925.3-1645.6, were two caves in north side of hill on level of the road. Caves were separated by about 40 ft. and were about X 6 ft. opening with a bamboo covering over openings. No indications of use or activity observed in area. Unable to check area around SAMPALOC (14 deg 33 min N-121 deg 23 min E)

because of poor weather and heavy artillery fire in area.

J. En route: .3 - .5 covered at 4000 ft. south and east of mountains.

Overtarget: .8 - .9 covered t 4000 ft. generally over target area.

CAVO over south coast of 1020N.

K. through L. Nil.

83-C-8-E. Sq Mission No 5, 2h Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.

VR # 2.

C. Take off 1300/I. Time over target 1340-1530/I. Altitude 5000 ft. to minimum. Time of landing 1600/I.

D. Mission completed 100%. Four individual strafing passes on which on east bank of CAGAYAN RIVER at LAL-LO (18 deg 11 min N-121 deg 40 min E) obtained hits which should have seriously damaged machine. Two individual strafing passes on 20 ft. covered boat on sand bank on east shore of CAGAYAN RIVER 50 yards north of cable crossing at LAL-LO obtained hits but nil other observed results. Two individual strafing passes on tin roofed building on north end of LAL-LO obtained hits but no observed results. Three individual strafing passes on small sentry type hut on road junction 1800 yards east of LAL-LO obtained hits but nil other observed results. One individual strafing pass on revetments at DUCO (18 deg 15 min N-

121 deg 41 min E) with hits but nil observed results.
E. through G. Wil.

H. K-22 obliques from 800 ft. altitude at: 6 exposures, course 180 deg., of bridge at APARKI.
6 exposures of bridge & mile south of GATTARAN.
6 exposures of bridge at 17 deg 55 min N-121 deg 37 min E.
6 exposures of bridge at 17 deg 55 min N-121 deg 41 min E, course 150 degrees. 6 exposures of bridge at 17 deg 49 min N-121 deg 14 min E, course 130 deg. 6 exposures of bridge 4 mile north of IGUIG, course 180 degrees. 6 exposures of bridge 4 mile north of BAYO, course 170 degrees. 6 exposures of bridge at TUGUEGARAD, course 270 degrees. 6 exposures of bridge at 17 deg 31 min N-121 deg 18 min E, course 6 exposures of bridge at small town south of SAN PABLO (17 deg 26 min N-121 deg 46 min E) course 220 degrees. Weather: Bright and clear. Scattered clouds at 4000 ft. Pilot: F/O Almlov.

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I. Route: VR # 2.
           At LAL-LO cable reported this morning had been removed from poles. 30 ft.
           from east bank was winch covered by 5 x 5 ft. tin roof.
Sighted 20 ft. covered beat on sand bank against east shore 50 yards
           north of cable. One 30 ft. barge on snad bar four miles downstream
            from LAL-LO.
            At DUCO (18 deg 15 min N-121 deg 41 min E) in rean of one of houses
           from 100 ft. along hedge observed 6 x 4 ft. revetnents dug into ground and covered by bemboo sticks. Fossible supply area.

Many fires burning in town of TUGUEGARAO and at small town on river just SW of SAN PABLO (17 deg 26 min N-121 deg 40 min B).
 J. 1/10 scattered at 5000 ft. builds up a little north of valley.
 K. Nil.
 L. 2300 X .50 cal.
          83-C-9-E.

Sq Mission No 6, 24 Mar 1945, 110th Tac Ren S1, 71st Tac Ren Gp, two F-6's.

VR # h.

Take off 1315/I.

Time over t arget 1340-1530/I.

Time of landing 1600/I.

Attitude minimum.

50% completed due to violent turbulence at low altitude.

through H. Nil.

Route: Western half of VR # h.

Nil sightings of military activity in area SAM-AL-C-SANDALAN-LEYBAN.

On road along bank of ANGAT RIVER to east and south sighted six or seven trucks and one staff car. All appeared to be serviceable. All were parked on road headed up river.

Circular dirt covered M/G position on west end of LIPA STRIP, occupancy undetermined.
 A. 83-C-9-E.
 SINILOAM, many fox holes, M/G positions on south side of road leading east from town. Seemed in good shape but appeared to be unoccupied.

J. .6 scattered at 6000 ft.

K. Could not contact any gorund station during recco period.

L. Nil.
 A. 83-C-10-E.
Sq Mission No 7, 24 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp,
eight F-6's.

B. Bombing of bridges in CAGAYAN VALLEY.

C. Take off 1325/1.
Time of landing 1610/I.

Bridge at ALMMADUI (17 deg 27 min N-121 deg 47 min E):
One bomb near miss posibly demaging bridge, one bomb fell in town.
of ALAMAGUI and started instantaneous fire on a block. Two bombs direct hit on western end of bridge knocked 15 ft. section, and destroyed two grall boots tied up at west end of bridge.
               small boats tied up at west end of bridge.
               Four bombs misses.

Bridge over DUMMAN RIVER(18 deg 02 min N-121 deg 36 min E):
Two bombs cratered road 50 ft. north of bridge. Six bombs misses,
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Three individual strafing passes on pill boxes on each side of road

no probable damage.

# THIS PAGE IS UNCLASSIFIED CONFIDENTIAL North end of GATTARAN and two individual strafing passes on large building in town of GATTARAN with nil observed results. Four individual strafing passes on tow story house and dugout positions in yards, 400 yards south of GATTARAN obtained hits but nil other observed results. E. through F. Nil. G. Slight, M/G, inaccurate at minimum atlitude from yard NE of w ite house on river bank at 18 deg 02 min N-121 deg 38 min E. H. 8 x K-22 verticals from 2500 ft. course 330 degrees from DUMMAN bridge of dugouts to north. 8 x K-22 obliques from 800 ft. course 100 degrees of DUMMAN bridge often 8 x K-22 obliques from 800 ft., course 120 degrees of DULMAN bridge after bombing attack. 8 x K-22 - - as above - - course 300 degrees. Weathers Scattered 2/10 bright. 5 x K-22 obliques, course 220 degrees, altitude 1000 ft. of ALAMAGUI bridge after bombing. 10 x K-22 obliques, course 50 deg., altitude 1000 ft. of same. Weather: Clear and bright. I. Route: Direct to CAMAYAN VALLEY. Nil sightings of previo sly reported. J. 2 at 4-8000 ft. K. Nil. L. 16 X 500 lb. inst. "comp. B" bombs dropped on target. 3800 X .50 cal. CONFIDENTIAL

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110TH TACTICAL RECONNAIS ANCE SQUADRON 71st Tactical Reconnaissance Group
APO 70

25 March 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORTS

- 84-C-7-E. Sq Mission No 8, 25 Mar 1945, 110th Tac Ren Sq. 71st Tac Ren Gp, two F-6's.
- B. VR # 4.

  C. Take off 0725/I. Time of Time of landing 1025/I. Altitude

  D. Mission 90% incomplete due to weather. Time over target 0745-0950/I. Altitude 3000 ft. to minimum.

- E. through G. Nil.

  H. Nil due to turbulence.

  I. Route: WR # 1.

  In MALVAR (14 deg 02 min N-121 deg 09 min E) saw 9 to 12 horses in courtyard of house on west side of town. Horses were saddle type but unsaddled.
- J. Solid overcast from 2000 to 8000 ft. with scattered rain storms over eastern mountains, east coast and areas south and east of MANILA. Very turbulen
- through L. Nil.
- 84-C-8-E. Sq Mission No 9, 25 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.
- VR # 2.
- C. Take off 0810/I. Time of Time of landing 1110/I. Altitu
  D. VR # 2 20% incomplete due to weather. Time over target 0900-1030/I. Altitude minimum. Six individual strafing passes on four camouflaged barges on CAGAYAN RIVER at 18 deg 06 min N-121 deg 39 min E, obtained hits but nil observed results.
- through H. Nil.
  Route: VR # 2 north of 17 degrees 00 min N.
- In CAGAYAN RIVER at 18 deg 06 min N-121 deg 39 min E, four camouflaged barges tied up along east bank of river. Camouflaged with green grass.

  J. CAGAYAN RIVER, from deck in southern section to 1000 ft. base at TUGUEGARAO. Tops to 13,000 ft. with scattered showers.

  North of TUGUEGARAO 2000 to 11,000 ft. with small strip down center
- L. 1200 X .50 cal.
- 84-C-11-E. Sq Mission No 10, 25 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp; eight F-6's.
- Bomb bridges east of CAGAYAN RIVER.

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Time over target 0945-1020/I.

Time of landing 1115/1. Altitude 4500 ft. to 1000 ft. Bombed bridge | mile south of GATTARAN. Two bombs direct hit on house east of bridge destroyed house. Twelve bombs near misses with no damage to bridge. Two bombs hung

For misses.

E. through H. Nil.

I. Route: Base direct to GATTARAM, return direct.

Mil sightings due to undercast in CAGAYAM VALLEY.

J. 10/10, 2000 ft. base in northern LUZOM decreasing to south, tops to 12,000 ft.

H. Nil.

L. 16 X 500 lb. inst. demo bombs dropped on target area.

84-C-9-E. Sq Mission No 11, 25 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.

two r-o's.

B. VR # 4.

C. Take off 1320/I.

Time over target 1345-1600/I.

Time of landing 1630/I.

Altitude 6000 ft. to minimum.

D. Mission 50% incomplete due to weather.

12 individual strafing passes on reported Mip CP at SANTA MARIA at request of ARCUS. Obtained hits but nil smoke or fire.

4 individual strafing passes on large tin roofed building at SANTA MARIA, possible supply building, with no fire or smoke obtained.

E through G. Mil.

through G. Nil. K-22 obliques:

N-22 obliques:
10 exposures of shore line and road from SAN ANTONIO (14 deg 11 min N121 deg 17 min E), heading 270 deg., altitude 800 ft.
Weather: Very dull and cloudy. Filot: Lt. Twiggs.
Route: Western part of VR # 4 north of 14 degrees 00 min N.
N-3 road in foothills north and south of IPO DAM showed signs of much

useage. Pilipinos loading boats along shore west of SAN ANTONIO. Impression obtained that they were Filipinos preparing to evacuate area with personal goods, women and children. School house at SANTA MARIA (14 deg 28 min N-121 eg 26 min E) had large dirt revetment on west side and dug in position beneath it.

J. Scattered rain showers and clear a reas over entire route. Solid on

eastern section of recco. Nil. 1650 X .50 cal.

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#### CONFIDENTIAL

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84-C-10-E.
Sq Mission No 12, 25 Mar 1945, 110th Tac Ren S, 71st Tac Ren Gp,
two F-6's.
B. VR # 2.
C. Take off 1340/I.
                                                                                                                                       Time over target 1425-1620/1.
               Time of landing 1640/I.
                                                                                                                                   Altitude 6000 ft. to minimum.
              One strafing pass on mative type shack north of bridge at (16 deg 02 min N-121 deg 38 min E) resulted in destruction by fire. Two individual strafing passes on guard shacks on bridge south of
              Addition (17 dag 19 min M-121 deg 14 min E) resulted in small column of smoke from north end.
Two individual strafing passes on cylindrical objects 55 of LAL-LO
               (18 deg 12 min N-121 deg h0 min E) with unobserved results due trees. Through G. Nil.
H. K-22 obliques - Lt. Regan - A/C 22.
          h exposures of small bridge at 18 deg 17 min N-121 deg 39 min E, heading 270 deg., altitude 400 ft.
              6 emposures of narrow gauge RR running east from LAL-LO (18 deg 22 min N-
121 deg 40 min E), altitude 800 ft., heading 85 deg.
5 exposures of 2 spurs of above, altitude 800 ft., heading 150 deg.
h exposures of bridge north of TAGAO at 18 deg 07 min N-121 deg h1 min E.
h exposures of bridge at 10 deg 02 min N-121 deg 58 min E, altitude 500 ft.,
                heading 180 deg.
                                                                      north bridge at MASSIPING (17 deg 58 min N-121 deg 40 min E)
               altitude 500 ft., heading 180 deg.

h exposures of bridge south of AVULUNG at 17 deg 50 min N-121 deg 14 min E, altitude 500 ft., heading 180 deg.

h exposures of TUGUEGARAO TOWN (17 deg 38 min N-121 deg 14 min E)
             d exposures of TUGUEGARAO TOWN (17 deg 38 min N-121 deg 14 min 2) altitude 1200 ft., heading 360 deg.

Lt. Brattoli - plane 17 - K-22 verticals.

20 exposures 180 deg., altitude 2000 ft. of road through GATTARAN (18 deg 04 min N-121 deg 39 min 2).

30 exposures 360 deg., altitude 2000 ft. of road north from LAL-LO. Route: VR # 2.

Covered native two book versions of the contraction of the c
              Covered native type boat reported this morning still on east beach of CAGAYAN RIVER at LAL-LO (18 deg 22 min M-121 deg ho min E). Starting at river bank in town of LAL-LO and running east through town and to hills to east was narrow gauge railroad. At folthill it
                forked to north for 50 yards and to south for 75 yards where two spurs
              were lost in timber.

In back of house in GATTARAN (18 deg Oh min N-121 deg 39 min E) was 25 ft. pole. No sighting of any wires.

3 large grass fires in revotment area of IGUIG A/D (17 deg 45 min N-121 deg I/A min E).
                In small hills SE of LAL-LO (18 deg 12 min N-121 deg 40 min E) under
              trees observed two racks, one above the other, each containing ab ut 10 gray cylindrical objects the size of 500 lb bombs. Weather: 9/10 coverage in CAGAYAN VA LEY at 8000 ft. Few areas CAVU.
             2200 X .50 cal.
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110TH TACTICAL R.COMMAISSAIGE SQUADRON 71st Tactical Recommaissance Group APO 70

26 March 1905

TO: Commanding General, Far East Air Forces (P), APO 925. AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORTS

- Sq Mission No. 13, 26 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.
- VR /2.
- Time over target 0745-1030/I.

  Time of landing 1050/I.

  Altitude 12,000 ft. to minimum.

  E. thru G. Nil.

  H. K-22 obliques:

  5 exposures at 2000

- 5 exposures at 2000 ft. on course of 360 degrees of bridge 1000 yards North of GATTARAN (18 deg 04 min N-121 deg 37 min 5) (position 9555.7-2185.1, 1/63,360, N-38). Weather: Overcast, dull. Pilot LT. STRAIT.
- 2165.1, 1/63,360, N-38). Weather: Overcast, dull. Pilot LT. STRAFT.
  No annotation by pilot necessary.

  I. Route: Base through BALETE PASS to BAGABAG (16 deg 37 min N--121 deg 15 min E) and along Highway 5 to ECHAGUE (16 deg 12 min N--121 deg 11 min E) and surrounding area North and West, thence above weather to APARRI (18 deg 22 min N--121 deg 39 min E) and area to the Bast along highway and South along river to CATTARAN (16 deg 04 min N--121 deg 38 min E), thence direct to Base.

  West of FATTAO on hill at position 975.6--2205.4, N-44, 1:63,360, are two probable M/G positions, one empty and other unsetermined occupancy and a cave in side of hill facing West with opening approximately 4 X 8 ft. and covered by calcuffage. Long trenches or tank traps 4-6 ft. wide and 50-60 ft. long with a few scattered logs lying across top on fairly low ground just 3W of this hill. Many tracks leading to woods in area. Other sightings of this type in are previously reported by this squadron. Area probably good target for occasional react planes or other planes passing over area.

  J. Solid overcast from ground to 11,000 ft. with rain over central part of CAGAYAN VALLEY. CAVU generally in South and North sections of valley.
- Valley. Unable to contact JOJO.
- $S_q$  Mission No. 14, 26 Mar 1905, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.
- B. VR //4.
- C. Take off 0755/1. Time of landing 1055/1. Time over target 0020-1020/I.
  Altitude 5000 ft. to minimum.
- Mis ion 80% completed. Four the dividual strafing passes on each of three targets assigned by Augus. Four on and dump in church in center of town of NABITAC

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(14 deg 26 min N--121 deg 25 min E), four on command post in school house at Northeast edge of town and four on gun positions near church. Slight smoke obtained from church which died out after about ten minutes. Ten Nips strafed and killed attempting to escape from school house. Unobserved results from strafing of gun positions.

G. At 3000 ft. pilot saw three bursts of white flame about 2 ft. in diameter that were 30-40 ft. on either side of plane and was extremely accurate for altitude. Burst gave no smoke and flash lingered 2-3 seconds similar to a flame. No trail of flight observed. Flack was very accurate in course, altitude and direction, and off slightly for lead. Believed to be from pum positions in front of church in town of MARITAC (14 deg 26 min N--121 deg 25 min B).

Route: Base to CASAMATLAN (15 deg 30 min N--120 deg 54 min E) South along mountains to LAGUMA DE BAY along North, East, and South sides of bay and South to coast and then East along shore of PATAMGAS PROVINCE to LUCEMA (13 deg 55 min N--121 deg 35 min E) then return by some route along mountains to CABAMATUAN to Base.

Approximately 10 women and children observed on West edge of town of MABSTAC. Women ran from edge of field across it and to edge of river and waved hats, etc., as planes flew over.

In town believed to be DAYAF (lh deg 12 min N--121 deg 20 min E)

were Filipino and American flags on two poles in front of school
house in center of town. Large numbers of men, women, and children,
all believed to be Filipinos, scattered over town. No one waved at

planes.
Hary native emoss about 15 ft. long with 2-3 men per cance headed South on PAGSANJAN AIVER.

J. CAVV-heav.

K. Checked in with ARGUS and received strafing target. ARGUS also requested afternoon flight to check in.

L. 2700 K .50 cal.

Sq Mission No. 15, 26 Mar 1915, 110th Tac Ren Sq, 71st Tac Ren Gp,

VR 2.

B. VR /2.

C. Take off 1305/I. Time over target 1345-1515/I.

Time of landing 1550/I. Allitude 12,000 ft. to minimum.

D. Mission 25% completed, rest not finished because of scather.

6 imividual strafing passes on risge about 23 to 3 miles N. of 301VBC at position 17 ag 20 min N-120 ag 27 min 5, on dug in Nip troops, etc., which were obscured by trees. Target designated by J0J0 7.

1-2 grass fires only observed results.

6 individual strafing passes on three mips shacks in West side of town of 16UIG (17 deg 45 min k--121 deg 44 min E). Two shacks were old

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about 12 X 8 ft., with broken down roof and has new square mips or bamboo box-like affair with about 6 X 8 ft. front concealed in houses. Unknown what box-like arrangement was or depth. Hits but nil observed results. Third shack approximately some size as first two without concealed box inside.

2 individual strafing passes on old nips shack about 20 ft. wide and 50-60 ft. long in defensive area 2 to 3 miles Northeast of town of TUPORG (17 deg 55 min N--121 deg 38 min E). Bits made but no results observed.

E. thru G. Nil.

h. K-22 obliques: 5 exposures at 200 ft. above terrain on course 270 degrees, showing probable crashed B-24 approximately 4-5 miles SW of REST HOUSE at BALDED PASS. Position 16 deg 05 min N--120 deg 54 min B). Weather: Dull. Nil annotation necessary. Pilot LT. TWIGGS. Route: Base to TUGUEGARAU (17 deg 37 min N--121 deg 45 min E), thence East to UIGAN (17 deg 34 min N--120 deg 23 min E), and return along

coast. About 5 miles SW of REST HOUSE at BALLTE PASS on West side of slope of mountain at approximate position 16 deg 05 min N--120 deg 51 min E was wreckage of what was believed to be a heavy plane, possibly lost

B-21. Plane was well broken up and had plowed up a large area and had parts strewn about. Plane was completely burned and appeared impossible for anyone to live through crash. Photo's obtained.

Unable to pinpoint target more accurately because maps do not cover area. Plane not difficult to spot.

Many "L" type and zig-zag trenches covering entire area starting 1/2 mile NE of town of Turong (17 deg 55 min N--121 deg 38 min E) and extending about 2-3 miles hast along North side of road and and extending about 2-3 miles East along North side of road and 1-1 miles North. Trenches mostly on tops of hills and around edges.

"I" trenches about 5 % 6 ft. and zig-zag trenches varied from 20-30 ft. long. Nil M/G positions or individual fox holes observed. Nil personnel, equipment, or supplies. Unknown if installations new or old, but they were in good of dition. This area good defensive position covering roads in all directions, but no indication of nearby bivouac area. Nil photo's because of rain in area.

Nil other sightings not previously reported. Weather prevented proper receo of rest of area.

Nil sightings of A/C reported SW of APAGH (18 dec 20 min N--121 dec

Nil sightings of A/C reported SW of APAGRI (18 deg 20 min N--121 deg 0 min E).

J. En route overcast up to 10,000 ft., down to 1000 ft. Over target, overcast 1000 to 1500 ft. On return, CAVU over coastal area.

K. Nil.
L. 1500 X .50 cal.

85-C-10-E. So Mission No. 16, 26 Mar 1945, 110th Tac Ren So, 71st lac Ren Gp, two P-51's.

B. VR /4. Time over target 1400-1645/1. C. Take off 1330/1.

Time of landing 1700/I. Altitude 10,000 ft. to minimum.
Mission 50% completed. East not covered as photo mission took most of time and gas.

E. thru G. Wil. K-22 obliques:

One strip of 36 exposures on course of 130 degrees at 500 ft. above

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terrain, starting at position 90.8-76.8, map reference "TALIM ISLAND" 1/250,000. Unable to obtainphoto's at SANTA INES (14 deg 43 min N-120 deg 20 min E) because of weather.

One exposure from 2000 ft. on course 180 degrees of butning town of TIAONG (13 deg 58 min N-121 deg 20 min E). Weather: Scattered clouds at 3000 ft. and hazy. No annotation necessary.

Pilot Lt. Huber.

Houte: Base to CABANATUAN then south along mountains to LAGUNA DE BAY along north and east coast of bay and south to SAN PABLO (14 deg 05 min N-120 deg 20 min E) then east to coast and north along coast, thence

to base.

Nil important sightings not previously reported. En route and return: Scattered cumulus clouds at 6000 ft.

Over target: Scattered cumulus clouds at 3000 ft. with heavy haze. ARGUS called planes fro strafing mission. However, planes did not have sufficient gasto accept mission and a other flight took over.

85-C-11-E. Sq Mission No 17, 26 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp,

B. Bomb bridges in CAGAYAN VELLEY.

Time over target 1345-1400/I. Time of landing 1535/1. Altitude 12,000 ft. to minimum. Bombed bridge south of AMULUNG (17 deg 49 min N-121 deg 44 min E), Two 500 lb demo bombs on cement slab at south end of bridge taking out at least part of wouthern approach. Seven bombs within 8-10 ft. of bridge in creek on west side, with some damage, but extent undetermined. Three bombs on north side of creek about 10-12 ft. from bridge. Damage undetermined. Three bombs hit 200 ft. NW of bridge in fied with mil damage. One bomb hung up and hit in same field with mil damage. field with nil damage.

field with nil damage.

40 individual strafing passes on ridge designated by JOJO 7.

Position approximately 17 deg 29 min N-120 deg 27 min E, about 2½-3

miles north of town of SOLVEC. Target was a wooded area completely obscuring any specific objectives and although target was well covered by strafing and JOJO 7 said it was a good job, the only observed results were 5-6 grass fires. All strafing passes made from north to south.

Area contained dug in Nip positions.

through H. Nil.

E. through H. Nil.

I. Wil important sighting.
J. CAVU over coastal areas. 9/10 overcast from 5-10,000 ft., scattered

cumulus at 3000 ft. over CAGAYAN VALLEY.

K. J0J0 7 designated strafing passes and said results were very good although planes could not observe any specific damage.

L. 16 X 500 lb demo boms dropped on target.

10,200 X .50 cal.

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71st Tactical Reconnaissance Group
APO 70

27 March 19/15

TO: Commanding General, For East Air Forces (P), APO 925.
Att: AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORTS

- 86-C-7-E. Sq Mission No 18, 27 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.
- two 1-0's.

  E. VR # 2.

  C. Take off 0750/I.

  Time over target 0750-0915/I.

  Time of landing 0910/I.

  Attitude 12,000 ft. to minimum.

  D. Mission incomplets due to weather.

  Ten individual strafing passes on targets directed by J0J0 7 on ridge 1700 yds. north of SOLVEC (17 deg 27 min N-120 deg 27 min E) with results unchaserved due to tree coverage.

- E. through G. Nil.

  H. Wil due to weather.

  I. Route: VR # 2 to 17 deg 00 min N thence to VIGAN 17 deg 33 min N120 deg 23 min E thence to base.

  J. CLGAYAN VALLEY 10/10 overceat from 10,000 ft. down to 7000 ft.

  5 6/10 5-3000 ft. Spotty and scattered to deck with heavy haze.

  14/10 at 6000 ft. over west coast. ountains tops clear.
- Nil. L. 2000 X .50 cal. (est)
- Sq Mission No 19, 27 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.
- two F-6's.

  B. VR # 4.

  C. Take off O745/1.

  Time over target 0830-1000/1.

  Time of landing 1045/1.

  Altitude 5000 ft. to minimum.

  D. Mission 50% incomplete due to weather.

  On direction of ARGUS made 25 individual strafing passes on two wheeled carts and Nip troops dispersed under tree clumps along road 3 miles E of BOSOBOSO (14 deg 38 min N-121 deg 15 min E) resulting in burning three or four, and hits without fire on two other carts, boxed supplied under trees. Two Nips killed on road.

  After attack, led P-38 flight in for further attacks.

  E. through H. Mil.

  I. Route: VR # 4 south to 14 deg 30 min N.

  3 miles east of NEW BOSOBOSO sighted about 10 two wheeled carabac carts loaded high uith U/I supplies and a few Nips who had evidently taken cover under small tree clumps along road as planes approached. Believed much more was present but dense foliage made observation impossible.

  J. Solid overcast over eastern mountains and over eastern LAGUNA DE BAY.

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Plain area north of LAGUNA DE BAY solid overcast which broke to .5

as flight left area. Nil. 2800 X .50 cal. (est)

A. 86-C-11-E. Sq Mission No 20, 27 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp,

eight F-0's.

B. Bomb bridges on highway #5 in CAGAYAN VALLET.

C. Take off 0925/1. Time over target 1015-1050/1.

Time of landing 1150/1. Altitude 7000 ft. to minimum.

D. Mission complete, results excellent.

Two bombs direct hit on center of bridge at 1 mile south of GATTARAN broke bridge in two, falling into river with both ends pulled off abutments. Two bombs direct hit on road at anorth abutment cratering road and destroying section of concrete abutment. Two bombs direct hit on roadway at south abutment cratering road.

Eight bombs against AMULUNG bridge (17 deg 19 min N-121 deg 15 min E) resulted in near misses without observed damage to bridge or road.

Two individual strafing passes on house in mile south of GATTARAN TOWN where M/G fire received on previous flight, resulted in burning of tin roofed building.

Two individual strafing passes on three 20 ft. covered boats at first hairpin bend above GATTARAN bridge with no observed results.

E. through G. Nii.

K-22 verticals of GATTARAN bridge during and after strike.

INII.

North of that was 3/10 cumulus h000 to 10,000 ft.

Mil.

14 X 500 lb inst. demo bombs dropped on target.
800 X .50 cal. (est)

Sq Mission No 21, 27 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.

two F-6's.

VR # 2.

Take off 1325/I.

Time of landing 1625/I.

Mission completed.

through H. Wil.

Route: VR # 2.

At NASSIPING bridge (17 deg 58 min N-121 deg 37 min E) observed well camouflaged seden parked under trees along road, facing east. On circling to strafe car had disappeared.

BAYMOMBONG to BAGABAG several hundred civilian dressed individuals in fields, washing clothes along river, in midst of new mipa huts. in fields, washing clothes along river, in midst of new mips huts. From altitude before 1st down it gave the appearance of a bivousc area. Did not attack since area not in attack zone.

- 2 -

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Anchored off north shore of APARRI at 18 deg 52 min N-121 deg 38 min E was TARE RAKER. Close observation not made due to many AAF planes circling ship.

J. CAGAYAN VALLEY CAVU. Upper valley and mountains, thin layer of scattered cumulus at 6000 ft.

86-0-10-2. Sq Mission No 22, 27 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.

Take off 1330/I.
Time of landing 1620/I.
Nission completed. Time over target 1100-1550/I. Altitude 2000 ft. t o minimum.

D. Mission completed.

E. through G. Mil.

H. Obliques taken of radio station at IMPANTA (114 deg 45 min N-121 deg 39 min E) at 1500/I.

SANTA INEZ (114 deg 14 min N-121 deg 20 min E) at 1530/I.

I. Route: VR F 14.

Small ferry boat at river crossing at 114 deg 34 min N-121 deg 37 min E. Appeared to be ruins of old steel span bridge at this point. Pilots doubt that ferry could transport staff car.

In town of IMPANTA on western edge is large building with serial masts and aerial photo's taken.

20 to 30 boats, about 20 ft. leng, six feet wide, cameuflaged and tied to bank under trees on head of MISUA RIVER 2400 yards due east of INFANTA. May have been more bo ts not observed due to dense foliage.

Nil sighting of any boat concentrations on AGOS RIVER.

Observed four or five Hips diving into for heles in foothills south and east of IPO DAM (14 deg 52 min N-121 deg 09 min E).

J. 10 from 4000 to 7000 ft. base, tops 7000 to 11,000 ft.

Si Mission No 23, 27 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.

D. Mission 50% complete due to mechancial trouble.

Two individual strafing passes on truck size cave above AMBAYCAN obtained hits but no observed results.

obtained hits but no observed results.

B. through G. Nil.

H. Vertical of bridge south of BONTOC. Time 1500 hours.

I. Route: VR # 3 north to 17 deg 30 min N.

On northeast side of road about 2 miles north of AMBAYOAN was truck size cave at road level. Eight or ten Nips standing in opening ran back into cave as planes appeared. No photo's since planes only carried vertical cameras. vertical cameras.

At 16 deg 49 min N-121 deg 06 min E, on east side of road was small ridge at right angles to road. A cut had been made paralle to road, a building constructed in the cut and camouflage placed on cut to appear as natural ridge usrface. 50 yards north was similiar install

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# THIS PAGE IS UNCLASSIFIED CONFIDENTIAL ation on west side of road. Another was observed about one mile further north. Did not strafe due to uncertainty of blind attack zone location. All bridges SE from BONTOC either repaired, detoured or with temporary structure installed. J. 8/10 coverage in mountains at 9000 ft. K. Nil. L. 650 X .50 cal. CONFIDENTIAL

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1]OTH TACTICAL RECONNAISSANCE SQUADRON

28 March 1945

TO: Commanding General, Far East Air Forces (P), AFO 925.
Att: AC of S, A-2. (Through Channels)

#### FI AL MISSION REPORTS

- A. 87-C-5-E.

  Sq Mission No. 24, 28 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.

  B. VR #4.

  C. Take off 0715/I.

  Time over target 0740/I-0930/I.

  Time of landing 1015/I.

  Altitude 5.0 ft. to minimum.

  Flight became separated and one aircraft landed at 1000/I.

  J. Mission completed.

  E. thru G. Mil.

  H. Verticals of railway yard at LUCENA (13 deg 56 min N--121 deg 37 min E).

  I. Barges sighted in river East of INFANTA reported yesterday are still present.

- Present. Nil other sightings not previously reported.
- J. 2/10 on slopes mountains East and Northeast of LAGUNA DE BAY. 8/10 at DINGALAH BAY from 4000 to 5000 ft. 5/10 at altitude of 3000 ft. Southeast of LAGUNA DE BAY. K. thru L. Nil.
- 87-C-6-E. Sq Mission No. 25., 28 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Cp, two F-6's.
- B. VR //2. C. Take off 0745/I. Time of landing 1045/I. Time over target 0800-1000/I. Altitude 9000 ft. to minimum.
- D. Mission completed. E. thru H. Nil. I. Route: VR #2.
- - About one mile below town of BUSA (16 deg 57 min N--120 deg 55 min E) observed three men standing on road, on circling and returning men had disappeared. Several miles further South sighted eight more on hairpin turn in narrow lateral ravine where planes could not approach

for attack or better sighting. Frobable location 16 deg 14 min N--120 deg 17 min E, 10 to 15 huts on top of small hill were all aftre with large orange flame and black smoke.

J. Southern part of mountains very hazy.
BONTOC area, 5/10 from deck to 1000 ft. 6/10 from 800 to 5000 ft.
in Northern CAGAYAN VALLEY. Balance CAVU.
K. thru L. Nil.

CONFIDENTIAL

- 1 -

#### CONFIDENTIAL

- 87-C-7-E. Sq Mission No. 26, 28 Mar 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.
- VR #4. Take off 12/5/1. Time over target 1330-1500/I. Time of landing 1600/I.
  D. Mission 100 per cent completed.
  E. thru G. Nil. Altitude 10000 ft. to minimum.

- Obliques and verticals at highway East from town of PONSOL (14 deg 11 min N--121 deg 10 min E). Verticals of FW comp at LOS BONOS (14 deg 11 min N-121 deg 14 min E).
- 121 deg 14 min E).

  Obliques and verticals of highway running NW from CALAUAN (14 deg 08 min N--121 deg 18 min E).

  One Jap in uniform and one person dressed in Filipino clothes walking S on road near REAL (14 deg 40 min N--121 deg 36 min E). Both dove for cover when planes came over. Three more people seen 2-3 miles up road pushing a cart. One was definitely a Jap, others unidentified. Unoccupied revetment about truck size 200 yds off West side of road one mile West of REAL.

  On North side of road East of INFANTA at position 960.2--1780.7 (map N-30, 1:65, 360) was a greenish comouflage netting about 150 ft. long and 8-10 ft. wide. Filots unable to determine what was under camouflage. Two empty boats about 25-30 ft. long, 8-10 ft. wide, and 5-6 ft. high observed pulled up on beach at position 960.3--1780.8.

  One native outrigger cance observed of INAGUICAN FOINT. Appeared to be Filipino in boat, but he dove over side on approach of planes.

  8/10 overcast at 8000 ft. with haze.
  Unable to reach BYGONE to obtain permission to strafe targets around INFANTA.
- K. NFANTA.

Nil.

- So Mission No. 27, 28 Mar 1945, 110th Tac Ren So, 71st Tac Ren Gp, two F-6's.
- b. VR WZ.
  C. Take off 1330/I.
  Time of landing 1630/I.
  D. Mission 100 per cent completed. Time over target 1400-1550/I.
  Altitude 15000 ft. to minimum.
- Two thrafing passes on smell shack possibly containing ammunition located about 100 yards West of road on side of hill at position 970-2-2140.8 (N-33, 1:63,360), nil observed results other than hits.

  Twelve strafing passes in area of pole anchoring East edge of trip wire across CAGAYAN RIVER at LAL-LO. Hits in area around trees but nil

observed results.

One strafing pass on boat about h0 ft. long and 5-6 ft. wide covered with bumboo or nipa matting. Nil observed results other than hits.

- E. thru F. Nil. Slight, medium, accurate at 3000 ft. From area near town of DUGO (18 deg 15 min N-121 deg 11 min E). Exact position undetermined. Slight, heavy, accurate at 4500 ft. from undetermined position near AFARRI (18 deg 22 min N-121 deg 38 min E).
- Nil. Route: Base up CAGAYAN VALLEY to North coast and East along highway for 30-40 miles and return by same route.
  On East edge of town was a building about 25 by 40 ft. with a pole 30 ft. high in yard at either end ob building with a wire strung between the two.

THIS PAGE IS UNCLASSIFIED CONFIDENTIAL 87-C-8-E. (Continued) Believed possible radio station. Unable to obtain photo's. Wil signuings of hospital ship previously reported to be at AFARRI. J. CAVO through CAGAYAN VALLEY with rain showers developing in Northern part of valley. 9/10 covered about 6000 to 8000 ft. in same area. K. Nil. L. 2700 X .50 cal. CONFIDENTIAL

#### CONFIDENTIAL

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Tactical Reconnaissance Group APO

29 March 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORTS

A. 88-C-6-E. So Mission No 28, 110th Tac Ren So, two F-6's.

VR # 2. C. TO 0730 TOT 0800-0945

TL 1030 Alt minimum VR # 2 20% incomplete due to intensive recco of area covered. 8 individual strafing passes on revetted positions, school house, and Nip running for shelter at CABAGAN.

E. through F. Nil.

G. Slight, medium, inaccurate, at 4500 ft. from Se corner of town of BAGABAG.

H. Vertical of ponton bridge east of BAGABAG.

Vertical of cable strafing trap at LAL-LO. Route: VR # 2 north to 18 deg 07 min N. 100 yards east of ponton bridge at BAGARAG observed a sedan, uncamouflaged parked on highway facing east. Suspected trapso did not attack.

In area bounded by highway # 5, MAGAT RIVER, and ISABELA -- NUEVA VIZCAYA boundaries, observed much sign from track laying vehicles. Could not locate any vehicle, but tracks joined highway # 5 and detour road from ponton bridge.

Heavy track laying sign in ateas between CORDON and SANTIAGO. Also on each side of highway # 5 from ECJAGUE to ANGADANAN VIEJO.

J. 10/10 solid 1000 to 8000 ft. over mountains and CAGAYAN VALLEY, broke up

slightly towards north.

Nil.

L. 1700 X .50 cal.

88-C-8-E. Sq Mission No 29, 110th Tac Ren Sn, two F-6's.

TO 0800 TOT 0845-1030 Alt 6000 ft. to minimum TL 1100

D. Mission 80% complete.

through G. Nil.

H. Obliques of radio station and school yard at INFANTA.

Route: VR 7 4. About 5 miles east of NEW BOSOBOSO two uniformed Nips leaving trail for slit trench. 3 miles east of NEW BOSOBOSO on burned off ridge crest saw 10 or 12 three ft. diameter fox holes. Most were open and appeared unoccupied.

Walking south on road at 14 deg 37 min N-121 deg 37 min E, observed Nip with boxed good suspended from each end of shoulder pole. Dropped load and took cover as planes approached.

Town of SAMPALOC all on fire from undetermined cause. Fossibly scorched earth policy since ceiling of 1000 ft. was unfavorable for air attack. In cluster of 5 or 10 large houses probable location 14 deg 29 min N-121 deg 29 min E along INFANTA ROAD observed dug in positions beneath houses,

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scattered lumber. Area appeared suspicious and pilots believed it may
     have been a CP or HQ.
    Rain and solid overcast begining at 1000 ft. east and southeast of
     LAGUMA DE BAY.
     Balance CAVU.
 K. Nil.
L. Nil.
 A. 88-C-7-E, Sq Mission No 30, 110th Tac Ren Sq, two F-6's.
B. VR # 2.
C. TO 1315
                      TOT 1330-1545
                     Alt 14,000 ft. to minimum
     TL 1630
    Mission 100% completed.
      10 inidividual strafing passes on 5 nipa buildings about 20 by 10 ft.
     at end of railroad east of LAL-LO.
     through F. Nil.
G. Slight, medium inaccurate at 5000 ft. from BAGABAG.
H. Nil.
I. Route: Normal route of VR # 14.
   Nil.
     Wil imporatant sightings of previously eported.
    7/10 overcast at 7000 ft. over CAGAYAN VALLEY. Solid overcast up to 13,000 ft. over mountains.
K. Pilots: Regan and Etchison.
L. 2300 X .50 cal.
A. 88-C-9-E, Sq Mission No 31, 110th Tac Ren Sq, two F-6's.
B. VR # 4.
C. TO 1345
                     TOT 1/10-1600
At 12,000 to minimum
     TL 1030
D. Mission 100% completed.
E. through H. Nil.

I. Route: Normal route of VR # 4.

2 camouflaged crucks of unknown serviceability parked headed east on
    road about 5 miles NE of SINILOAN.
    2 serviceable boats 5-6 ft. ide and 14-15 ft. long, empty and pulled
    up on river shore of INFANTA.
J. En route: 6/10 covered at 5000 ft. 8/10 overcast at 4000 ft.
Over southern area around LAGUNA DE BAY.
K. Pilots: Fagerland and Ogle.
L. Nil.
A. 88-C-10-E, Sq Mission No 32, 110th Tac Ren Sq, seven F-6's.
B. Bomb PUTLAN area (16 deg 05 min N-120 deg 57 min E).
C. TO 1515 TOT 1540-1610
TL 1645 Alt 8000 to 5000 ft.
D. All bombs in target area disignated by smoke shells with no observed
    results.
   through H. Nil.
I. Nil.
J. Scattered cumulus from 3000 to 7000 ft.
K. Pilots: Rule, Johnson, Brattoli, Strait, Dean, Hammond, Almlov.
L. 14 X 500 lb. demo bombs.
                          CONFIDENTIAL
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# CONFIDENTIAL

110th Totical Reconnaissance Squadron 71st Tactical Reconnaissance Group APO 70

30 March 1945

TO: Commanding Genral, Far East Air Force (F), AFO 925. Att: AC of S, A-2. (Through Channels)

# FINAL MIS TO REPORT

- A. 89-0-6-E, Sq Mission No 33, 110th Tac Ren Sq, two P-40's.
- B. VR # 2. C. TO 0715 TOT 0745-0915
- VR # 2. 15% incomplete due to gas shortage.
  7 individualstrafing passes on suspected radio station at BALIGAGO.
  2 individual strafing passes on grass buildings at highway # 5 ford (17 deg 16 min N-121 deg 49 min E) obtained hits but nil fires observed
  - as planes left.

    3 individual strafing passes on clump of bushes where Nip bicyclist hid.

    2 individual strafing passes on large building surrounded by fox holes
    in town of CADAGAN, obtained hits with nil observed results.
- in town of CABARAN, obtained hits with hit could

  E. through h. Nil.

  I. Route: VR # 2 as far north s 18 deg 40 min N.

  Route: VR # 2 as far north s 18 deg 40 min N.

  On highway # 5 at 16 deg 27 min N-121 deg 08 min E, walking south was uniformed Nip taking cover as planes approached. Second Nip seen at 16 deg 37 min N-121 deg 1h min E, also southbound.

  On highway # 5 at ford at 17 deg 16 min N-121 deg h9 min E, grass shack on highway # 5 at ford at 17 deg 16 min N-121 deg h9 min E, grass shack and hut on west side of ferry and north of road had many fox holes surrounding building, uncomouflaged and unoccupied.

  Anti strafing cable previously reported at LAL-Lo still operating.

  Aft. trench. dirt covered with open end on East-West street in town 8 ft. trench, dirt covered with open end on East-West street in town
- of LAL-LO about 100 yards east of river.

  J. 6/10 to 10/10 overcast at 6000 ft. in CAGAYAN VALLEY. Few areas of CAVU, others of thick hage.
- K. Pilots: Upton and onyder. L. 2300 X .50 cal.
- A. 89-C-8-E, Sq Mission No 34, 110th Tac Ren Sq, two F-6's.
  B. VR = 4.
- TOT 0830-1030 C. TO 0800 Alt minimum
- TL 1100 D. Mission completed.

- E. through G. M1.

  H. Nil. No suitable areas to photograph.

  I. Route: VR # 4 complete.

  At foot of cliff and in brush, saw 3 pup tent type matting or nipa installations 20 ft. long and 8 ft. wide at 15 deg Ol, min N-121 deg

  - On beach at 13 deg 38 min N-121 deg 25 min E, spelled with banana leaves, was FOOG. Appeared old. One camouflaged truck parked on road facing toward INFANTA about 3 miles
  - On head of PULO RIVER, about one mile east of SIMILOAN ROAD, approximate location 1h deg 42 min N-121 deg 37 min E, saw 6-10 six by twenty ft. barges.

- 1 -

#### CONFIDENTIAL

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J. Snowers over eastern mountain and area east and outheast of LA
     GUNA DE BAY.
   Filots: Huber and Noland.
    Nil.
   89-C-10-E, Sq Mission No 35, 110th Tac Ren Sq, eight F-6's.
B. Bomb bridge at AMULUNG.
               TOT 1000-1015
    TO 0920
                     Alt 11,000 ft. to minimum
    TL 1120
    10 bombs within 100 yards of bridge.
8 individual strafing passes on town on west side of CAGAYAN RIVER.

E. through H. Nil.

I. Route: Base direct to AMULUNG (17 deg 49 min N-121 deg 44 min E)
    return by same route.
K. Filots: Archuleta, Archumbeault, Sheridan, Kaiser, Fritts, Mathews,
    Fagerland, Strait.
16 X 500 lb. inst. demo boms dropped on target.
    1600 X .50 cal., est.
A. 89-C-7-E, Sq Mission No 36, 110th Tac Ren Sq, two F-6's.
    TO 1310
C.
                     TOT 1330-1515
    TL 1555
                     Alt 6000 ft. to minimum
D. Mission 100% completed.
    Through G. Nil.
H. Verticals and obliques of BUGUEY TOWN (18 deg 17 min N-121 deg 50 min E)
    at 1500/I.
   VR # 2.
    On first of several redges about 2 miles southwest of BIGGATAN, on
    wouthwest slope of hill from top to bottom was covered with what
    appeared to be split bamboo. This covered surface of hill solidly,
    and was lying flat on ground. Two black areas that may have been
    exposed ground or cave opening.
J. Solid overcast over mountains south of CAGAYAN VALLEY.
K. Pilots: Ogle and Lawson.
L. 1150 X . 50 cal.
A. 89-C-9-E, Sq Mission No 37, 110th Tac Ren Sq, two F-6's.
    VR # 4.
    TO 1330
                      TOT 11:00-15/15
    TL 1630
                      Alt minimum
D. Mission 100% completed.
E. through G. Nil.

H. Obliques and verticals of burning building at bend in MIGUA RIVER
2600 yards SE of INFANTA.

I. VR # 4.
    On east coast between 14 deg 38 min N- and 14 deg 17 min N, saw
    estimated 35 civilians garbed individuals in groups of one to ten.
    All waved as planes passed over head.
    Scattered clouds at 6000 ft. on general area.
K. Wilots: Hough and Kauffman
    Nil.
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### CONFIDENTIAL

110TH TACTICAL RECONNAL DANCE SQUADRON 71st Tactical Recommaissance Group

31 March 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

#### FI AL MISSION REPORTS

- A. 90-C-11-E, Sq Mission No 38, 110th Tac Ren Sq, two F-6's. B. Cover for C-17's. TOT 0715-1105
- Alt 9500-7000 ft.
- TL 1105 Mission completed.
- E. through H. Nil.
- I. Route: Base to MX HUMBY, thence to LUNA, thence to TUAO, return base.

  J. 2 mile visibility on west coast due to haze. Solid overcast at 6500 ft.
- over western mountains. K. Filots: Lewis, Boardman.
- A. 90-C-12-E, Sq Mission No 39, 110th Tac Ren Sq, two F-68s.
  B. Escort C-47 to RAGAY GULF.
  C. through L. Nil.
- Weither aircraft took off due to mechanical trouble.
- A. 90-C-7-E, Sq Mission No ho, 110th Tac Ren Sq, two F-6's.
- C. TO 0745 TOT 0810-0930
  - Alt 10,000 ft. to minimum TL 1000
- Mission 50% incomplete due to weather. On direction fo Judu made 10 individual strafing passes on trenches and gun positions on ridge at 17 deg 31 min N-120 deg 41 min B.
- E. through H. Nil.
  I. Route: VR # 3 west of mountians. Town of CERVANTI had large oil fire in center of town with three or
  - four smaller fires in a rea. In town of JAGADA observed 3 trucks north side of road facing the road. apparently serviceable lo ding undetermined since body covered by can-
  - On north end of ridge at east side, approximate location 17 deg 33 min N-120 deg 41 min E, were many trenches and M/G positions camouflaged with
  - banboo and grass. On road at 17 deg 35 min N-120 deg 40 min E, across road from side to side and 20 to 40 ft. along road was ridged installation, top seemed
- to be of metal. Peak was about 3 ft. above road.

  Nil sighting of any track sign, installations or indication of activity in area to north, northeast, east and south of above mentioned bridge.

  J. CAVO on west coast of mountains and CAGAYAN area.
- K. Pilots: O'Neill and Kayka.
- L. 2900 X .50 cal.

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90-C-9-E, So Mission No 41, 110th Tac Ren Sq, two F-6's.
    VR # 5.
TO 0755
                        TOT 0845-1020
                        Alt 5000 ft. to minimum
    TL 1110
D. Mission incomplete dueto weather.
    through H. Nil.
Route: Base to VR # 5 as far north as 122 deg 30 min E.
At request of ARGUS made special recco of river at CABANBANAN for
    barges but no berges were sighted in this area. ARGUS then requested
    special reco of STA CRUZ, saw orange painted sign on cement levee on west bank of river at STA CRUZ.
J. East of LAGUAN DE BAY, solid overcast, 2500 ft., ceiling with scattered
    rain squalls to the east.
K.
    Pilots: Almlov and Withee
L. Nil.
    90-C-8-E, Sq Mission No 42, 110th Tac Ren Sq, two F-6's.
    VR # 3.
TO 1345
                        TOT 11:00-1550
                        Alt minimum
     TL 1615
D. Mission 40% incomplete due to weather.
   through H. Nil.
Route: VR # 3 west of CAGAYAN VALLEY.
     At BONTOC saw individual running for cover under trees as planes
     approached.
     From DUMAYCO to BUCAY were felled trees across road and bout five
    road blocks of piled rock. West coast hazy but CANU. BAGUIO area 10/10 to deck. Scattered open-
ings throughout mountain area, and in some areas ceiling to 6000 ft. K. Filots: Ragerland and Connors.
L. Nil.
A. 90-C-10-E, So Mission No 43, 110th Tac Ren Sq, eight F-6's.
B. Bomb bridge east of BAGABAG.
                 TOT 1530-1600
    TO 1500
     TL 1640
                        Alt 7000 ft. to minimum
    Large poton bridge destroyed so attacked secondary target, small pon-
     ton bridge south of large ponton bridge. Bight bombs within 100 ft.
    of target without apparent damage. Eight bombs misses.
12 individual straging passes on wooded area on each side of road
     between small bridge and highway # 5, resulted in 5 small fires.
     One individual strafing pass on 40mm position at edge of open field
     west of main bridge. Highway # 5, below ponton bridge resulted in hits
     on position silencing gun and probably destroying it.
     through F. Nil.
G. Slight, medium, inaccurate at 3000 ft. from positions on west end of
     mein BAGABAG bridge.
   Nil due to weather.
    Route: Base direct to BAGABAG, thence to base.
Estimated 75 to 100 tents about 12 X 16 ft. size parked on small
     island on west side of river immediately above ponton bridge east of
     BAGABAG. Several hundred civilian dressed men, women and children.
     Also similiar concentration along road on west bank of river south to
     BAYOMBONG.
     About 3 miles NE of BAGABAG, observed 20 horses, farly large size, and 10 ft. long stack of U/1 material, possibly gun supplies.
                      CONFIDENTIAL
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THIS PAGE IS UNCLASSIFIED J. 6/10 overcast at 4000 ft., tops at 11,000 ft. over target area and mountains. K. Pilots: Dean, Hammond, Snyder, Mathews, Brattoli, Voegeli, Hough, Ogle.
 L. 16 X 500 lb. inst. demo. bombs dropped on target.
 L500 X .50 cal. 90-C-6-E, Sq Mission No Ly, 110th Tac Ren Sq, two F-6's. B. VR # 1. C. TO 1350 TOT 1450-1530 TL 1705 Alt minimum. D. Mission completed. E. through H. Nil.

I. Route: VR # 1.

On south and west side of FUGA ISLAND sand bagged dugouts, zig zag trenches, fox holes previously reported seem to have been improved and increased since last recco of this area several weeks ago. Town of VISITA, reverments dug under buildings, some buildings had been destroyed by fire and revealed empty positions. Three miles south of Wolld on center of plateau were dugouts and sand On top of cliff on east coast from 19 deg 05 min N-121 deg 15 min B and scattered to north were four positions covered and sandbagged about 5 ft. high, 15 ft. wide and with end faired into hill.

3 or 4 miles north of VISITA on plateau was open 25 ft. diemeter empty installations, five fox holes in bottom around edge.

J. West coast haze 3000 to 5000 ft., 5 mile visibility.

Scattered cumulus from 7000 ft. bagged fox holes.

Scattered cumulus from 7000 ft. K. Pilots: Regan and Kauffman.

L. Nil.

# THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS UNCLASSIFIED auth: U.G. Init: But Data: 4-15.45 SUJUS: Mistorical Resume of the 110th lactical Recommensance Squa ron from 14 April 917 through 31 December 1944. 1. In compliance with a.v. 300.7 letter of 9 wards 19/5, 9 st Ploto sing Reconguissance, the attached historical cutline of the 110th Tactical Reconguissance Squadron is hereby substitute. 2. Leconds of this Squadron up to time of induction into Federal Service on 23 Becember 920, are on file with the adjutant General, isscuring ational Guard, St. ouis, issouri. Remaining records, from that date until the Squadron left for foreign service on 20 Cetober 1943, are on file with the Face Cuarternseter, sures, ississippi. Since these records are not available, so endates, sucts and figures cannot be obtained. Lecon's have been studied whomever evailable and when information believed necessary has not been four, it has been supplied for nearly by reliable personed who were part of the organization at that time. Inc. I - Soundron istory.

#### SECRET

110TH TACTICAL RECON AISCANCE SQUADRON
71st TACTICAL RECONNAISSANCE SKOUP

Auth: C.G. Init: But Date: 4./5-45

1 April 19/5

SULJECT: Historical Resure of the 110th Tactical Recommissance Squadron from 14 August 1917 trough 31 December 1944.

TO : COL & DING CPFLOOR, O st Thoto Wir Reconneissance, AFC 70 .

1. The 180th Aero Squadron (repeir), was organized 14 August 1917 at Fel y Field, Texas. It was recession ted the 204th Aero Squadron on 29 Secenter. A ain redesignate, it become squadron "K", letty Field No. 2, on 20 July 1918. This Squadron, with other Squadrons on the field, formed the flying school detechment, letty Field, Texas. After the end of the war, the Unit was demobalized 26 November 1919.

By order of the Secretary of Mar, dated 19 Cotoler 1936, the 186th dero Schadron (repair) was reconstituted. It was made a part of the 35th Division aviation, lissouri Mational Guard, Lambert Meld, Mobertson, Missouri, and consolidated with the 180th Schadron (Observation), a unit of the 35th Division aviation. The consolidated squadron was designated the 180th Coservation equidron.

Ty General Crier Juner 7, 9 December 940, adjutant General's Office, State of Lissouri, signed by the Governor of the State, the 18th Observation Scuadron was ordered into active Military Service of the United States and directed to report to it's home state on 23 December 1940.

The Squadron was still a component of the 35th Division aviation and remained so until shortly after the war was declared in Door ber 1921, at which time it was made part of the 71st Decennaismance Group.

Fy Ceneral Crier co. 138, 9 wril 1943, Headquarters Third Air Force, the 1 6th Observation squarron tocale the 106th Recommissance squarron (7).

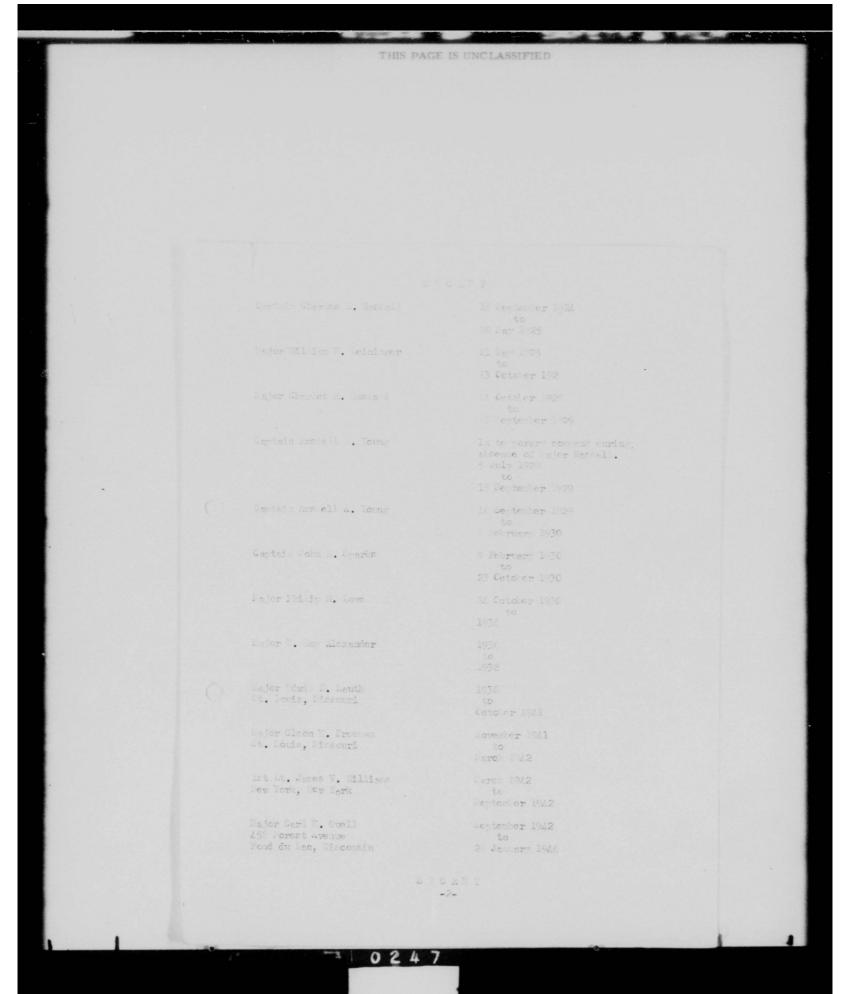
The 1 Oth Reconnaistance Squadron (7) was redesignated the 1 Oth Tectical Reconnaissance on Fron, 13 -e tenter 19/4.

2. The names and eddr as of Officers can anding the 180th Tactical Recommaissance Squarron and inclusive dates of their command are as follows:

Lajor William B. Molertson

23 June 1923 to 15 September 1924

S I C R N 1



ajor dilliam 1. schigan Cox 270

afor thel V. Architeta 3400 est Calinas Street on antonio, leras 28 January 1944 to

12 Tecember 19// to

3. Har ative.

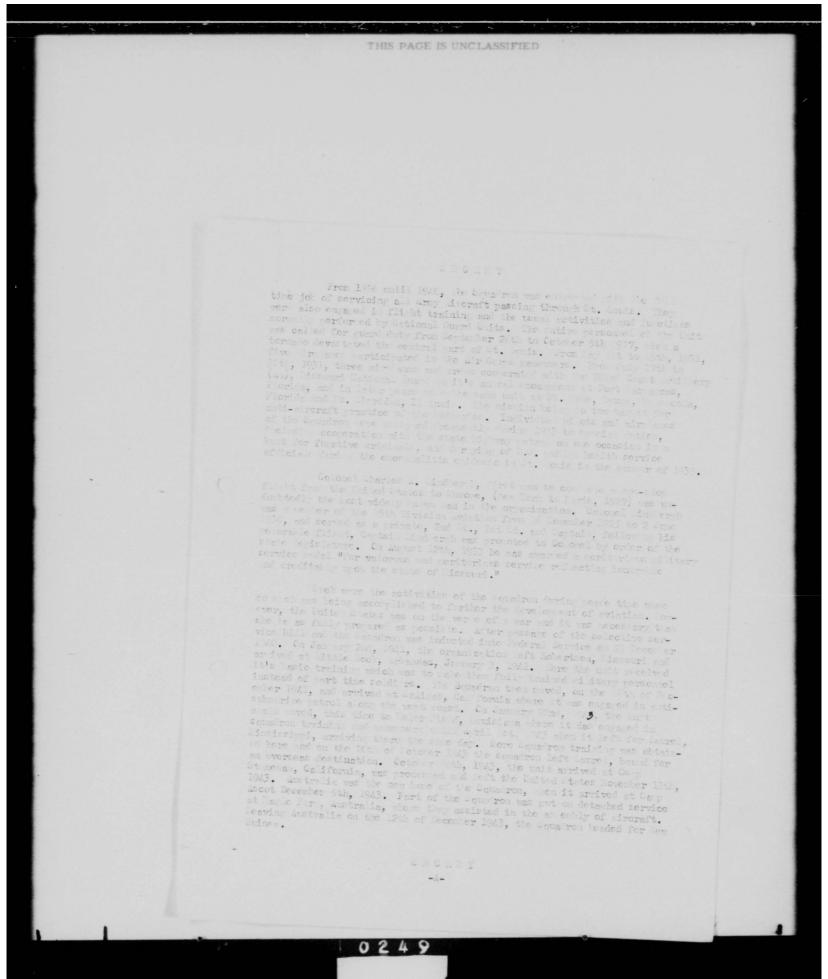
The 110th zero Squadron (repair) was organized 14 adjust 1917 at early Field, Texas and during the first world ar served within the contingental lights of the United States. It's his low was to train flying personnel for the tren infant flying service making aviation history in coulatties frames and service. The served after the amistice, the squadron was deach ized 26 owners 1910.

The 35th Division aviation, issensi ational Guard, based at Lambert Field, mobertoon, discourd and for ally or anized and received ederal recomition 23 June 123. One of the comments of the Division was the 110th Squarron (O cervation) on October 19th, 1936, by order of the Secretary of Mar, the 110th sero Squadron (repair) was reconstituted and consolidated with the existing 116th Squadron (Chiervation). This designation was later changed to the 110th Observation Squadron.

In 1926, the Soundron and eight aircraft: three JL-AR's (Jennies), one 1922 1-1, one Touglas 6-20 and two 1.T. I's. Two new Curties C-11's were received in early 928 and were traded in on Douglas C-21's and one 5-1 in 1929. These were used until 1938 when they were gradually replaced by 6-78 's and 0-38.'s.

During this time the Squadron experienced difficulty in securing adaquate facilities for headquarters. In 1926, headquarters occupied the first and second floors of a warehouse at 200 bouth Theresa avenue, which also contained a rublic parse and a pecan factory. Informed that record recognition would be withdrawn if more elecute headquarters facilities were not secured, the occuderon grateful y accepted the offer by the 120th Field artillary, histouri National Guard, to use the artillary's facilities on the conditions imposed for continuance of it's operations. Heavahile, at Louis had passed an 47,000,000 bond is see which included 2,000,000 for purchase and improvement of the flying field and 100,000 for a actional Guard han er and offices. Finally, in 1911, headquarters, flying equipment and all squadron sections were neved into the new quarters at one place and with adequate facilities.

In 1926, The Squalron had deve ored an organized training program and was operating under this schedule. Flying training periods were held at Lambert Field Sunday morning an drilling was conducted in the 136th Infantry arrory. Annual sum or field training periods were held at Lambert Field during 1926-1928. From 1929 to 1933 inclusive, field training was held at Lamball Field, Fort Idley, Kansas, where training was correlated with that of the 60th Field artillery lrigade, Kansas Mational Gua d



5 . 6 . . . .

Chortly after arriving at Fert Foreshy, is would a, 21 December 1783, the unit flew it's first operations count missions. Lost of these missions were recomplisance missions, for which we had been trained. It until Arril 1983, using an Observation Squadron, many different types of planes were assigned, such as 1-1s and 21; 0-30's and 0-87's. Locaver, chortly after the reorganization necessiteted by chapping from observation to recommissance, during which cost of the aircraft and a resonal were last or shift d, F-39's here obtained and transition training beaus. This was the plane in which cost of the milest were experienced and naturally the type which they received and flew when they start to cratical oversees. The Squadron left Fort Foresby on the 12th day of February 1944 and arrive at Gusan, new Guinea the same day.

The 110th Recon alse ce courden (2) and now arrived at it's first actual co but base. From love less flow many missions of verious times, decomments game flights, both med and visual, were flown. Strafing missions against energy installations and terrets of opportunity and ground support missions with Australian and American Forces were conducted. Many photos were taken during routile and special missions. The Sauadron was not without loss during this tile, as weather was frequently bad and planes were lost. On 25 Lay, and advance accelon from the Sauadron proceeded to ladig, new wines. The rest or the squadron left Gusap on June 11th and arrived at Tadji the same day.

Crerating under the 10th australian Operational Group also located at Tadji, the Squadron, still flying F-39's flew similiar missions to those flown at Gusen. Targets of opportunity continued to be lit such as run resitions, bivouse and supply areas, camps and villages wer strafed by achine gun and can on. Courier missions from Tadji to be and and coverage missions for F.T. boats were also flown. Even shipping and submarines were at acled. Also during this time transition training was being carried out. Two P-404-5's had been obtained and the filets were being checked out and trained in the flying of the new aircraft. During August and entember more I-40's were added and the squarron was completely equired with these new "Frhawks". Another change took place when on September 13th, 1944, the 110th Becommissance Squadron (F) was redesimated the 110th Tactical becommissance squadron. Two days later the Scuadron left Tadji by air trans ort and arrived at Biak, Betherlands Mast Indies, the same day.

The first missions were flown from Biak on the day the squadron arrived. The missions flown were again be bing and strafing missions against targets such as banckwri, bensiki and bearen strips and bear village. Transition training in the new P-40 was still being carried on and the engineering section was attempting to but the battered planes in condition, but soon pronounced them all fit for service. Four new milets were added to the Squa rou and two returned to the States due to combat fatigue. There were no attacks by air or row the ground by Jays, and the Squadron suffered no combat lesses during the tile spect at Biak. The more or less routine missions of strafing, escort an cover missions gave little opportunity for personnel to distinguish themselves and no awards were made at this time.

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The water echelon co sisting of 10 officers and 173 enlisted men left high Cotober 1 th, 1944 on board the a.s. Juan Cabril o and joined the convoy moving toward leyte, F.I. the echelon arrived in Tacloban Harbor on October 29th, but did not disembark until 3 dovember. enumble, an advance echelon had left prior to the later echelon and unloaded on the 27th of October, arriving at the selected camp area the next day. Both units aboard ship had an exciting, if not enjoyable time, as wan planes made repeated "suicide attacks" against ships in the convoy, a maval engangement with the Jamayay was also witnessed. The air achelon arrived oversider 3rd and commenced operation the same day.

The dark spent in leyte proved to be the lost active the Squadron ewer had. Victories were added and an envishe history as a by the organization, causing a great deal of favorable comment in which the Commanding General of the Fifth air Force remarked that the Hoth was larvely responsible for the winding of the Leyte Campaign and subsequently the Campaign in the Philippi es. Seven "Jarhamia" on 10 lovember bombed a Jap convoy set of Leyte Leaving an enemy cruiser damaged and burning. Then on over the 24th life 10 sattacked en enemy convey of four transports and a destroyer, off Lashate Island, N.I. Despite the intense flak from ships and shore batteries the planes made receated booking and strafing attacks on the ships which resulted in two transports and a destroyer being fired and badly damaged. For this heroic feat, the following pilots were awarded the Dictinguished Flying Cross: but lieu menants, Le deil, leterson, Johnson, But, Milliams, 2nd Lieutenants, Grendmeison, Lewis, Turner, and e, Captain archuseta, the flight leaver, and Captain Mound of roup. It was later earned that 1500 enomy troops were killed on one transport. On 29 November, F/C mashatka destroyed two Jar "Zeleos" in serial combat. Another Distinguished Flying Gross mission was participated in by Cartain archuseta, Meutenants Fasig, Rule, Thomas, Dentinger, Tells and Flight Officers mashatke and Amlov on 30 November. Attacking shipping in the Lemar Sea, the planes destroyed one 9000 ton transport which sank in 45 seconds and was loaded with enery reinforcements. Two shall boats, also loaded, one sugar charife and one barre were also destroyed. During this mount of November, total results were six aircraft shot down, four destroyed on ground, two destroyer demolished and two demaged, one cruiser dataged and sea slightly wounded by Jar aircraft at adding the strip with freg boats.

December was another record wouth for the Equatron. One December 7th, 1944, the 110th Tastical Recommendatione Schadron staged their own revengeful attacks against the Japanese for their perfidings at ack against learn harbor three years or views. Refor Lonigan, Squadron Commander and Lieutemants Regan, Lyans, Sheridan, Turner, Twig s, Ogle, Fritte, Hough, Bratholi, Filton, Denninger, Novie and Grandmaison and Cartain Mouand of Group, flying P-40's, attacked an enemy task force attempting to land fresh reinforcements on the west coast of Loyte, F.I. They carried out strafing at acks against the convoy of seven destroyers and six transports, and despite the intense anti-aircraft fire, succeeded in firing one 5000 ton transport. The flight then returned to base for more bombs and

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assumit on and on return attacked two destroyers and four transports which by this time had reached an Isidro Bay. Diving through the intense flat the flight hit a destroyer which cank within 50 seconds, blew the bow off a 5000 ton transport which was left sinking, strafed and left sinking enother 5000 ton transport- freighter, and made two direct bomb hits on a 10,000 ton freighter-transport, causing violent explosions, racking the ship and starting it burning from bow to stern. Three barges and two smaller bards were also strafed and sunk. The, proceeding south along the coast of leyte, the flight strafed a 5000 ton freighter-transport which burned to the water line. During these operations, 30,000 tons of shipping were destroyed or disabled, one destroyer sunk and approximately 5000 of the 6000 enemy trops in the convey were killed.

On the evening of 26 December 1944, a Japanese convoy consisting of o e batteship, one heavy cruiser, one light cruiser, eight destroyers and an undetermined number of transports were reported approaching our positions on Mindor. General Butchinson breifed the pilots on the serious situation and, realising the difficulties of might flying in 1-40's, particularly since the pilots were inexperienced at it, requested then to make their can decision on teding off that night or waiting until the next norming. The General said, Whither we strike them or they strike us." The decision was to attack the task force that night or waiting until the next norming. The General said, Whither we strike them or they strike us." The decision was to attack the task force that night or waiting until the next norming. There was a conclete black and ence t for runway lights. Jan aircraft were droping deno and frame about 50 h, strifing the cir field and ency next craft were fining after shells. Also, there was a soft spot on the runway near the tower are all 7 had craibed at the end of the runway and was burning with its a munition or locking. In saite of this the planes had to take off, and one had had fuselage telly scorehed by the flanes from the 1-47. The same plane was attacked by a Jap aircraft as he was taking off and friendly anti-aircraft then opened fire on the 1-40 misteking it for the Jap that was making the attack. I ractically all Squadron Tereconal were at the eight strip assisting in looking books and in any other manner ossible. After the last plane took off, the Base Operations Cificer ordered ground personnel to evecuate and this was accomplished in an orderly fashion, the nen then stunding by in the camp area. Flanes from this Squadron were over the task force from 2100 to 0100 hours, benching, straffing and dropping telly tanks if they had no home, come felly ignoring the terrific anti-aircraft fire from the enemy ships. In spite of the bombing and straffing attacks made by our aircraft no specific decaye was obs

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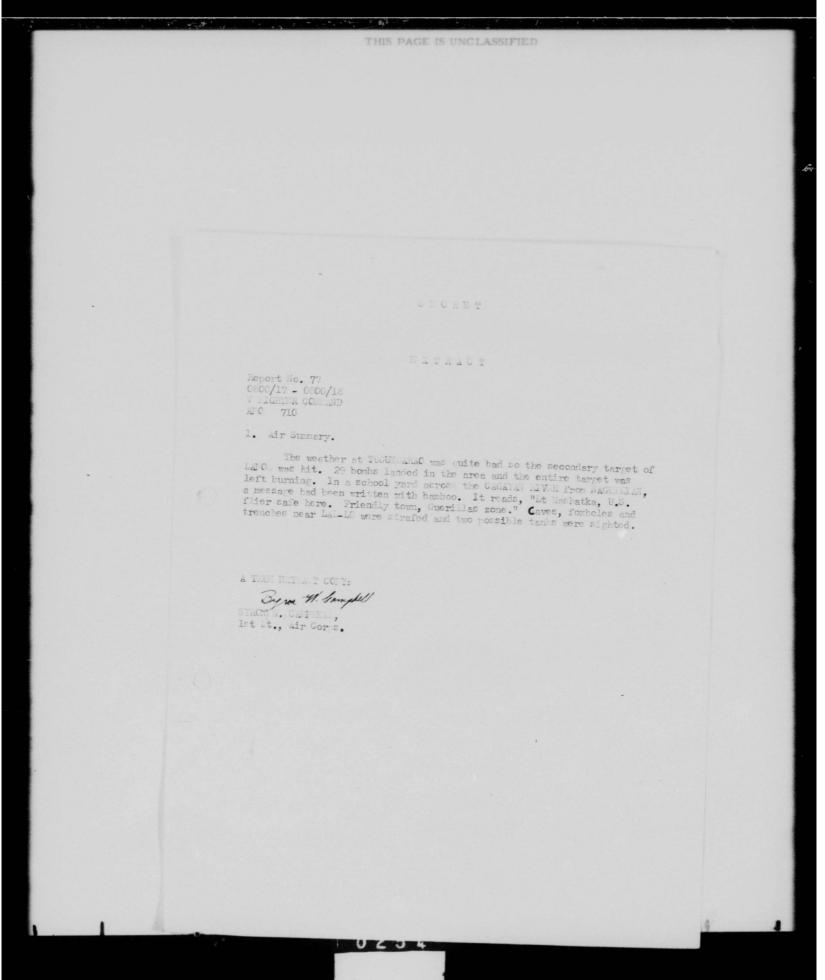
took off in a B-25, which was never accounted for. This was a night long to be remembered by all personnel of the Deuadron. True, results were unknown and possibly relatively minor to such a task force, but an all out effort had been put forth by all concerned, and the determined attack carried out by these or anizations had been sufficient to discourse and put to route the Japanese Task Force which was fully capalle of inflicting a serious blow to allied efforts in the Philippine Campaign.

Such is the history of the 18th Tactical Lecomnaissance Squadron. There have been big days when spectuacy ar accordishments occurred. But now frequently however, were those days when nothing but routine recomnaissance patrols were flown. These missions lack the glamour people like to read about, but are a necessary part of modern warfar, an are cuite frequently democrate to the low flying pair of aircraft. Even though these flights pass unnoticed by the majority, the unit has earned the eternal gratitude of the army's basic weapon, the cary foot sugger, who has more then once some into an eveny position "Standing Up" because of the work of this organization. There have been few individual heroes in the organization, although since coming overseas 30 Distinguished fit ins Grosses and 7 Cele leaf Clusters, A7 air edule with A2 Clusters, I boldiers hedal, I Tronze Star and 8 Furple Bearts have been awarded to personnel. Instead, the organization works together as a team, each new doing ris part to the best of his chility. It would be invossible for an organization to carry out those functions eitheut casualties and men of the 110th have given their lives in the verformance of duty.

at the close of the year 19/2, the or anization continues with it's assigned tasks, working as it did in 1917 through 1919, to help and this war as quickly and as affectively as assable.

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THIS PAGE IS UNCLASSIFIED FROM: A-2 308 BOLD WING 5 35/I

TO: CO 71ST MEGGI OF ATTH S-2

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GUENILAG MYFORT THAT THE FOLCKING INSTALLATIONS WINE DESTROYED BY

YOUR MISSICES 85 C-11-G AND 86 C-6-. MICH GRAWARY, GARLISON BUI DINGS,

FOLKTIFN CROSS FULLDINGS, JAF OF AND PROCUES. CASUALITIES WAY.

BELLEVED HIGH.

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MICH TIMLATION OF MICH. AND 110TH RECOI SQUARCAS WHILE CYR ATHROFOLD FY ARRAY OR GURRILLA RESSAUS AND MISSION FROM STO 70 AS MITCHAED BY ARRAY OR GURRILLA RESSAUS AND MISSION FROM STORES. DALN UNIT LCOATION
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19/3 82ND TABLUNGAN LCODAC ALLA Tall UnGAL 110th 80 C-7-E 82 0-9-0 110th MASSIFING 110th CATAGGAMAN 110th DULLUN 83 C-6-E 83 C-10-E OTAL CASUALTIES GC 308 BCLB LING A THUE COPY: Byrov 4. Ganghell BYRON W. GARDERLL, 1st Lt., air Corps.

HEAUQUARTERS
7LST TACTICAL RECONNAISSANCE GROUP
APO 70

4 April 1945.

200.6

SUBJECT: Commendation.

TO: All Personnel, Headquarters, 71st Tac Ren Gp, APO 70 llOth Tac Ren Sq, APO 70 82d Tac Ren Sq, APO 70

I would like to take this opportunity to commend all personnel for the splendid manner in which they conducted themselves at the recent presentation ceremony. The cooperation and soldierly conduct shown by all was most gratifying.

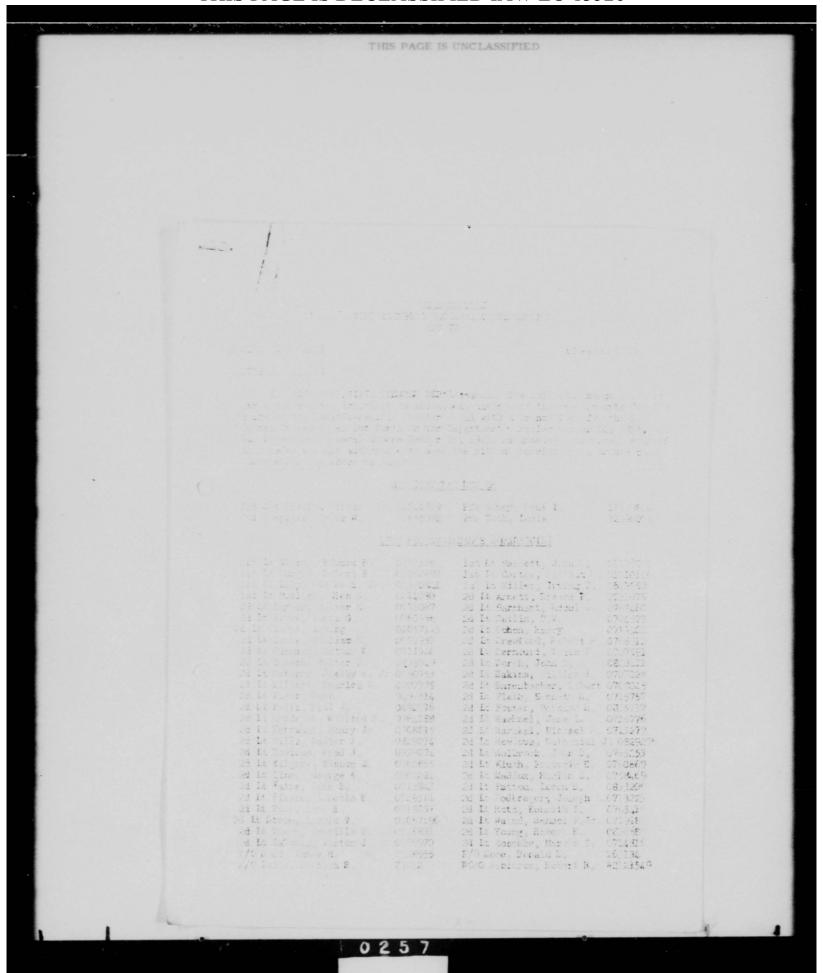
Among others, Major General Ennis C. Whitehead, was clearly pleased and impressed. He went on record as saying, "I did not think there was a Tactical Unit in the Southwest Pacfic Area that could stage a presentation ceremony as well as the one we've just seen."

Please accept and convey to all personnel my heartiest congratulations.

s/t HEMRY C. THOMPSON, Colonel, Air Corps, Commanding.

A TRUE COPY:

BARON W. CAMPBELL, lst Lt., Air Corps, Adjutant.



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H Lgt Mark, Haiber H. Jr 187/1002

O Sgt Marris, Verma B. 120/35628

O St Louiset's, Covage J. 120/35628

O St Dorle, Ldward G. 13511722

O Sgt Coroon, Jilliem D. 141/376

Ogt Field, Roger 307/34

Ogt Freder, Junis L. 360/231

ogt Corge, John 307/1328
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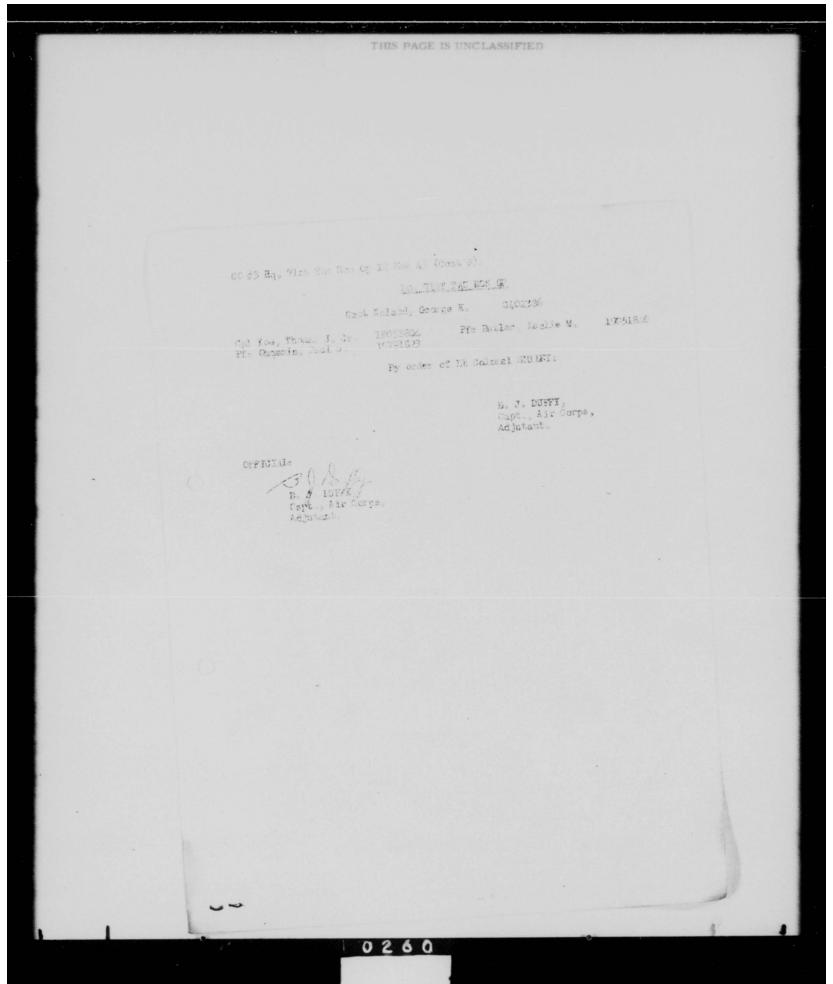
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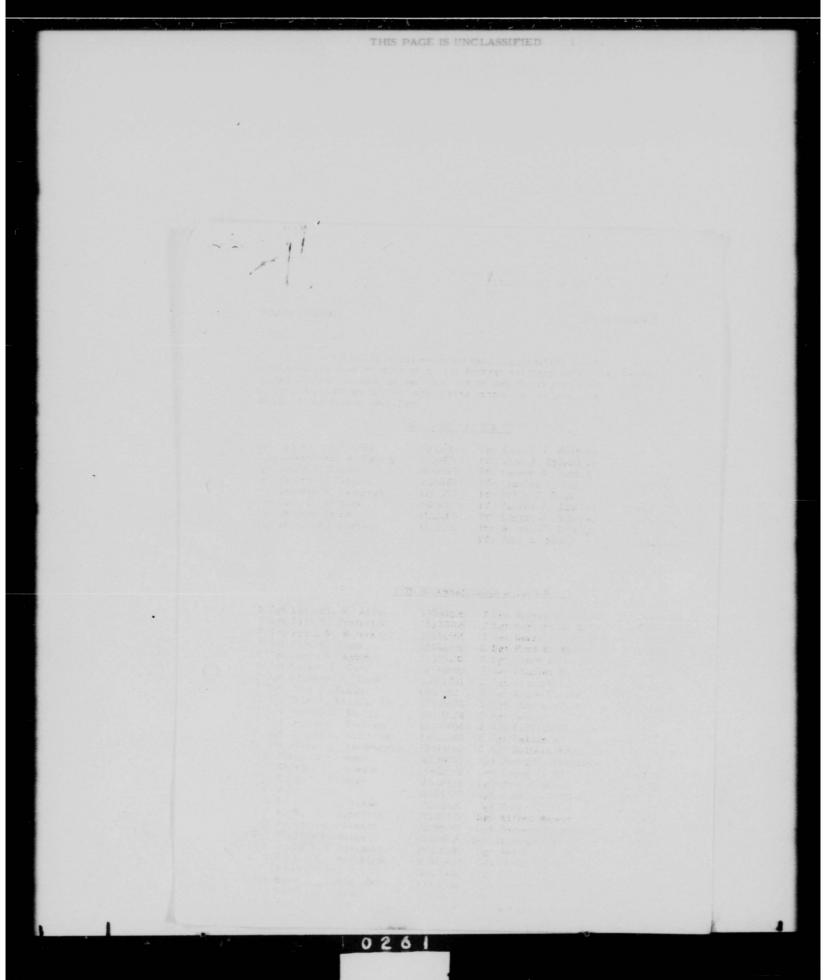
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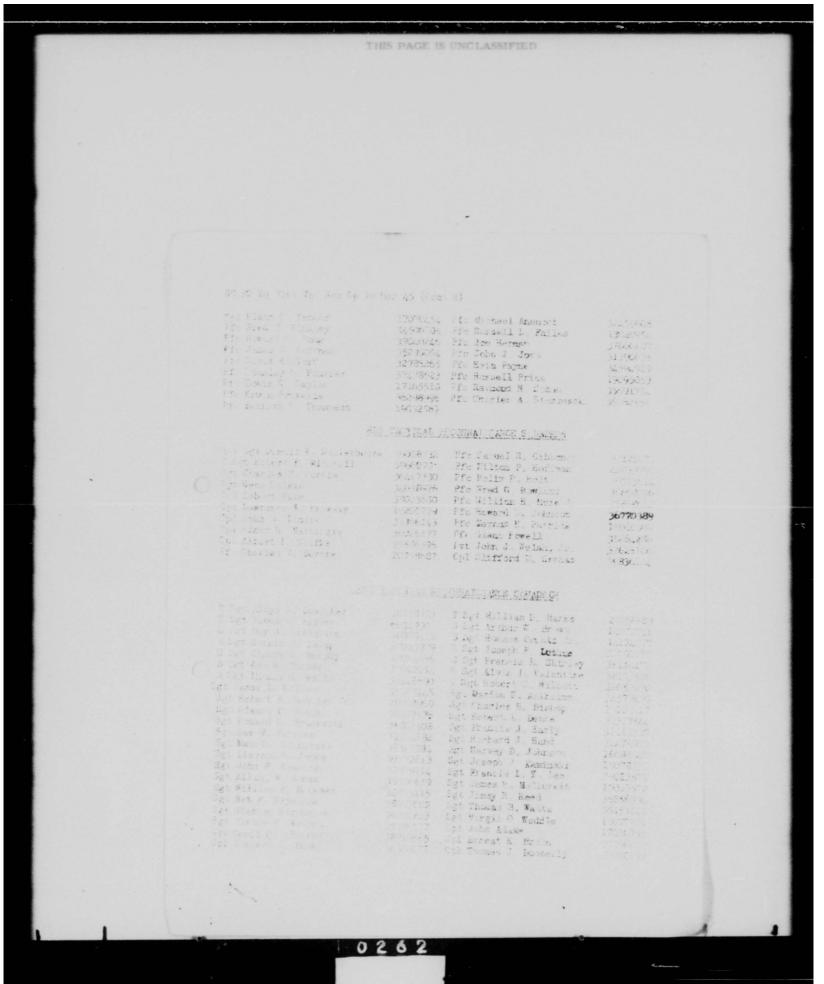
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    TIE The following massed officers and enlisted non, correction in-
dicated, having not the requirements for the award of the Long. It for the
New Guinas Companies as set forth in Wor Department Carcul a land of a, 1944, and
War Department Gureral Orders Number 75, 1944, are hereby called not to wear
said star or the Asianic-Facility Wedsl or Ribbon.
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Release to: San Francisco, Examiner

San Francisco, California

San Francisco Chronicle San Francisco, California

College Newspaper

New Mexico State College, New Mexico

V. Archulete, Commending Officer of a Fifth Air Force Testical Recommandates are Unit was recently averted the Distinguished Flying Gross with Oak-Leaf Cluster and the Air Redal with three Oak-Leaf Clusters for his extraordinary achievement, sourage and devotion to duty in leading his Unit on shipping strikes in the Philippine Seas.

Major General Ennis S. Thitehead, Commanding Seneral of the Fifth Air Force presented the awards during a recent review at an air field Commwhere in the Philippines.

The award of the D.F.G. was nade for a mission flown late in November 1944. On that day eleven F-40's took off for a strike against a Jepanese convoy of three large marchant vessels and a destroyer. Spotting their target and ignoring the heavy flow the "Serhewas" dove in on the convoy and at 2000 feet pulled out and dropped their bombs. Two of the ships, a 9000 - 12000 ton transport and a 7000 - 2000 ton freighter, were left burning from the bombs. Despite the intense anti-aircraft fire from ship and shore batteries, Major Archaleta repeatedly led his flight in mast level strafing passes and ausseeded in setting after and badly damaging the destroyer. Later it was learned that approximately 1500 enemy troops were killed during this encounter, many

of them frentically leaping into the sea encumbered with full field equipment in a vain effort to escape the fury of the attack.

Musketeers" as they like to call themselves have earned not only their share of medals, but also the eternal gratitude of many a weary foot soldier for the effectiveness of the ground support and reconnaissance missions flown by these "Marhewke".

Mrs. Noema Archuleta, wife of the Major resides at 449 Winth Street, and his mother, Mrs. Zenaida V. Archuleta at 25 Rousch Street, both of San Francisco.

Mejor Archileta obtained his degree at New Mexico State
Teachers College and entered the Army early in 1941. Successfully
completing primary and basic training at Cuere and Randolph
Fields, Texas, he received his wings and was commissioned a 2nd
Lieutenant in October 1941 at Brooks Field, Texas. Then assigned
to his present unit, he has seen action in New Guinea, Metherland
East Indies and the Philippines as Flight Leader, Operations
Officer and in December 1944 was made Commanding Officer of the
unit.

Buring his 16 months overseas, Mejor Probuleta has distinguished himself by his superior flying ability as well as his executive capacity. In addition to the above medals he also weers the American Defense Ribbon and the Asiatic-Pacific Theatre Ribbon with four Bronze Stars for active participation in the New Guinea, Bismarck, Colomons and Philippine Campaigns and the

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THIS PAGE IS UNCLASSIFIED Philippine Liberation Ribbon with one Bronze Star. His numerous schievements are in accordance with the highest traditions of the service.

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Release to: Melrose Free Press; Melrose Highlands, Mass.
Boston Traveler; Boston, Nass.
Boston Globe; Boston, Mass.

FIFTH AIR PARK. Somewhere in the Philippines - Wlight Officer Martin J.

ibalev, a pilot in a Fifth Air Force Tactical Reconneissance Unit was awarded the Distinguished Flying Cross and the Air Medal for his extraordinary achievement, sourage and devotion to duty in shipping strikes in the Samar Sea.

Major General Ennis C. Shitchead, Commanding General of the Fifth Air Force presented the swards buring a recent review at an air field Somewhere in the Philippines.

The sward of the D.F.C. was made for a mission flown late in November 1966. F/O shelow was one of a formation of P-60's that took off for a strike against a Japanese convoy of 3 large merchant vessels and a destroyer. Spotting their target and ignoring the beavy flack the "Narhenke" dove in on the convoy and at 2000 feet pulled out and dropped their books. Two of the ships, a 9000 - 12000 ton transport and a 7000 - 8000 ton freighter, were left burning from the books. Despite the intense anti-aircraft fire from ship and shore batteries, the flight made repeated must lovel strafing passes and succeeded in setting after and badly damaging the destroyer. Later it was learned that approximately 1500 enemy troops were killed during this encounter, many of them frontically leaping into the sea, encountered with full field equipment, in a vain effort to escape the fury of the attack.

Mr. and Mrs. Wils E. Almlov, parents of F/C Almlov, reside at 21 Natelle Ave., Melrose Highlands, Mass; and his wife June Raye Almlov in Meridian, Miss.

Flight Officer Abslev graduated from Melrose High School and entered the may shortly afterwards. Successfully completing Frinary and Advanced Flying schools he received his wings and was appointed Flight Officer in

January 1944. After this he attended Fighter and Tectical Recommeissance school. He was then assigned to his present unit and has seen six months service in New Onimes, Netherlands East Indies and the Philippines.

In addition to the above awards F/O Almlov has been awarded the Philippine Liberation Ribbon with one Bronze Star, and the Asiatic Facific Mibbon with one Bronze Star, for the New Owines Campaign. His maserous achievements are in accordance with the highest traditions of the service.

warring passes and succeeded in setting after and bedly demaging the dest-

Release to: International Palls Daily Journal; International Falls, Firm.

First Alm Frank. Semesters in the Philippines - Captain Robert M. Peterson, Plight Leader in a Fifth Air Porce Tactical Reconnaissance Unit was recently swarded the Distinguished Flying Cross and a second Cak Leaf Cluster to the Air Medal for his extraordinary achievement, courage and devotion to duty in participating in shipping strikes in the Samar See.

Safor General Emmis C. Whitehead, Commanding General of the Fifth Air Force presented the award during a recent review at an airfield Somewhere in the Philippines.

The sward of the D.F.C. was made for a mission flown late in November 1964. Captain Peterson was a Flight leader in a fernation of F-40's that took off for a strike against a Japanene convey of 3 large merchant weepels and a destroyer. Spotting their target and ignoring the heavy flak the "Narhanks" dove in on the convey and at 2000 feet pulled out and dropped their bombs. Two of the ships, a 9000 - 12000 ton transport and a 7000 - 8000 ton freighter, were left burning from the bombs. Despite the intense anti-aircraft fire from ship and shore batteries, the flight made repeated mest level strafing passes and succeeded in setting after and badly damaging the dost-royer. Later it was learned that approximately 1500 enery troops were killed during this encounter, many of them frautically leaping into the sea encumbered with full field equipment in a wain effort to escape the fury of the attack.

Captain Peterson attended high School at International Falls and Ply Junior College of Bly, Sime. Prior to his entry into the Army he cosplayed by the Census Suregu. He entered the Army in October 1941 and after

successfully completing his flight training he received his wings and commission as a 2nd.Lt. in May 1942. Captain Peterson has seen 25 menths oversees pervice in Pangua, New Guinea, the Netherlands East Indies and the Philippines.

In addition to the above awards Captain Peterson also wears the American Defence Hibbon, the American Theater Hibbon and the Amistic-Facific Theater Hibbon with one Bronze Star for active participation in the New Onines Campaign, and the Philip ine Liberation Hibbon with one Bronze Star. His miserous achievements are in accordance with the highest traditions of the service.

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Release to: Roland Record

Nevada Evening Journal Nevada, Towa

enent Conroy J. Pagerland, a pilot in a Fifth Air Force Tootical Reconnaissance Unit, was recently awarded the Distinguished
Flying Cross and the Air Medal for his extraordinary achievement,
courage and devotion to duty while participating in shipping
strikes in the SAMAR Sec.

Major General Finis C. Whitehead, Commanding General of the Fifth Air Force presented the awards during a recent review at an air field Commenhere in the Philippines.

The award of the D.F.C. was made for a mission flown late in November 1944. On that day Lt. Pagorland was one of a formation of recommaissance aircraft which sighted a Japanese task force near the west coant of Leyte, P.I. They immediately carried out repeated strafing attacks against the convoy of seven destroyers and six transports and succeeded in setting one 5000 ton transport aftire despite the intense enti-aircraft barrage from the vessels below. After returning to base for bombs, the formation returned for another attack and found two of the destroyers and four transports concentrated in San Isidro Bay. Diving through a curtain of anti-aircraft fire

from ship and shore batteries, the planes scored two hits on a 10,000 ton freighter transport, causing violent explosions which rocked the ship and caused it to burn from bow to storm. They then scored hits on the magazine of a destroyer which exploded and sank in 36 seconds. The bow was blown off a 5000 ton transport which was left burning and sinking. Three smaller barges and two smaller boats loaded with supplies and personnel were strafted and sunk. Leaving San Isidro Bay covered with oil fires, they proceeded South along the coast of leyte and strafted a freighter-transport of 5000 tons, which burned to the rater line. During these operations 30,000 tons of shipping were destroyed or disabled, one destroyer sunk and a large masher of enemy personnel killed.

Mr. and Mrs. Conrad &. Fagerland, parents of Lieutenant Fagerland, reside in Moland, lowa.

Lt. Fagerland graduated from Roland Consolidated High School and entered the Army in June 1942. Successfully completing Primary, Basic and Advanced Flying Schools he received his wings and commission as 2nd Lt in October 1943. He then attended Fighter and Tactical Recommaissance school. After this he was assigned to his present unit and has seen nine nonthe service in New Cuinca, Notherlands East Indies and the Philippines.

In addition to the above awards It. Fagorland also wears the Philippins Liberation Ribbon with one Bronze Star and the Asiatic-Pacific Ribbon with one Bronze Star, for the New Guines Campaign. His achievements are in accordance with the highest traditions of the service.

Release tos

Johnstown Tribune; Johnstown, Fa.
Johnstown Democrat; Johnstown, Pa.

FIRTH AIR FUNCE. Somewhere in the Philippines - First Lieutonant Bugene T. Sheridan, Jr., a pilot in a Fifth Air Force Tactical Reconnaissance Unit, was awarded the Distinguished Flying Cross and the Air Medal for his extraordinary achievement, courage and devotion to duty while participating in shipping strikes in the Philippine area.

Major General Ennis C. Whitehead, Commanding General of the Fifth Air Force presented the awards during a recent review at an air field Somewhere in the Philippines.

1944. On that day it. Sheridan was one of a formation of reconnaissance aircraft which sighted a Japanese Tack Force near the sest coast of layte, Island. They immediately carried out repeated strafing attacks against the convoy of seven destroyers and six transports and succeeded in setting one 5000 ton transport after despite the intense anti-aircraft barrage from the vessels below. After returning to bese for bombs, the formation returned for another attack and found two of the destroyers and four transports concentrated in San Isidro Bay. Diving thru a curtain of anti-aircraft fire the planes secred two hits on a 10,000 ton freighter-transport, equaing violent explosions which rocked the ship and caused it to burn from bow to stern. They then secred hits on the magazine of a destroyer and it exploded and sank in 30 seconds. The bow was blown off a 5000 ton transport which was left burning and sinking. Three barges and two smaller books loaded with supplies and personnel were strafed and sunk. Leaving San Isidro Bay covered

with oil fires, they proceeded south along the coast of laybe and strafed a freighter transport of 5000 tons, which burned to the meter line. During these operations 30,000 tons of shipping were destroyed or disabled, one destroyer such and a large neater of energy personnel hilled.

Mr. and Mrs. Pugene 7: Sheridan, parents of Lt. Sheridan, reside at R.B. #1, Box 2, Portage, Pa.

It. Sheridan obtained his degree as Bachelor of Science from St. Francis College and entered the Army in May 1942. He successfully completed his training is the South East Flying Training Command and was swarded his wings and commission as a 2nd it, in October 1943.

During his eight months overseas Lt. Sheridan has been awarded the Philippine Liberation Ribbon with one Bronse Ster and the Asiatic Pacific Ribbon
with one Bronze Ster, for the New Buinea Campaign. His achievements are in
accordance with the highest traditions of the service.

Relmese to: Evening Bulletin Record, Philidelphia, Fenn. Philidelphia Inquiser, Philidelphia, Penn.

PIPTE All PORT. Semestere in the Philippines - First Lieutenant Sartin J.

Regan, a pilot in a Fifth Air Force Tectical Recommanderance Unit was recently

awarded the Dintinguished Flying Cross and the Air Medal with one Oak Leaf

Cluster for his extraordinary schievement, courage and devotion to duty in

perticipating in shipping strikes in the Philippine Area.

Major General Famis C. Whitehead, Commanding General of the Fifth air Force presented the amards during a review held recently at an air field Squeskare in the Philippines.

The award of the D.F.C. was made for a mission flown late in November 1944. Lt. Regar was one of a formation of resonnaissance aircraft which sighted a Japanese Task Force near the lest coast of Leyte Leland. They issediately carried out repeated strafing passes against the convey of seven destroyers and six transports and succeeded in setting one 5000 ton transport afire, despite the intense anti-aircraft barrage from the wasels below. after returning to bese for bonbs the formation returned for another strike and found too of the destroyers and four transports concentrated in San Isidro Bay. Diving thre a certain of anti-eircraft fire, from ship and shore batteries. the places scored two hits on a 10,000 ton freighter, transport, causing violent explosions shick rocked the ship and caused it to burn from bow to stern. They then secred hits on the magazine of a destroyer which exploded and again in 30 seconds. The bow was blown off a 5000 ton transport which was left burning and sinking. Three smaller burges and two smaller boats loaded with supplies and personnel were strafed and sunk. Leaving San Isidre Bay covered with oil fires, they proceeded South along the coast of Leyte and strafed a

freighter-transport of 5000 tone, which burned to the water line. During these operations 30,000 tone of shipping were destroyed or desabled, one destroyer sunk and a large number of enemy personnel killed.

Er. Michael J. Began; Lt. Began's father, resided at 7019 Jackson St., Tacony, Phila., Pa. and his wife Ers. Helen Began at 48 West Seymour St. Germantown, Phila., Fa.

Lieutenant Regan graduated from North Nest Catholic High School of Philadelphia and was compleyed by the Elmo Gossetic, Co. before his entry into the Army in January 1943. Successfully completing his flying training he received his wings and commission as a 2nd. 1s. in Tetober 1947. He has since seen 10 Months service in New Guinoa, the Setherlands East Indies and the Philippines.

In addition to the above awards It. Regan wears the Asiatic-Facific
Theater Ribbon with one Bronge Star for the New Guinea Campaign and the
Fhilippine Liberation Ribbon with one Bronge Star. His namerous achievements
are in accordance with the highest traditions of the service.

Release to: Post Dispatch St. Louis, Missouri

> Globe Democrat St. Louis, Missouri

> St. Louis Times St. Louis, Missouri

Figure 12 Total. Communication in the Philippines - Master Pergeont Arthur P. Bethemeyer, First Sergeont of a Fifth Air Force Toot-leel Recognissance Unit, was recently swarded the Bronze Star wedsh for meritorious semiovement in connection with military operations against the Fagances in the Coursest Pacific.

Mrs. A. P. Rothemoyer, wife of the Sorgeont, revides et 2270 S. Sroudway and his fother Mr. Christ Rethomoyer at 2439 Koseinsky, St. Louis, Missouri.

employed as a deretaker with the Missouri Mational Guard. He enlisted in the Missouri Mational Guard is 1901 and outered federal service when his unit was activated in November 1940.

erwing in an Air Sorpe Smit that has operated from forward areas in the Prolific, agt. Nothemorer has seen 16 months service in Justicia, her Guinea, the Metherlands Mest Indies and the Philippines. In addition to the Bronze Star Fedal, agt. Rethemorer wears the Philippine Liberation Misbon with one bronze star, the Asistic-Pecific Mibbon with one bronze star for the New Guines Campaign, the American Defense Richon and the good Conduct Mibbon.

Release to: Atlanta Journal Atlanta, Georgia

St. Petersburg Times St. Petersburg, Florida

Lieutement Marry Johnson, Sperations officer of a fifth Air Force factical Recommaissance Smit was recently awarded the Distinguished Flying Gross and an Oak-Leaf Claster to the Air Redal for his extraordinary achievement, courage and devotion to daty in perticipating in shipping strikes in the Philippine area.

major General Annie C. Thitcheed, Commending General of the Fifth Air Force, presented the awards during a recent review at an air field Somewhere in the Philippines.

The award of the Distinguished Flying Cross was made for a mission flown late in November 1844. On that day licutonant Johnson was an element loader in a formation of eleven F-40's. that took off for a strike against a Japanese convoy of three large merchant vessels and a destroyer. Spotting their target and ignoring the heavy flak the "Warhawks" dove in on the convoy and at 2000 feet pulled out and dropped their beams. Two of the ships, a 9000-12,000 ton transport and a 7000-2000 ton freighter, were left barning from the banks. Despite the intense anti-miroraft fire from ship and shore betteries, the

flight made repeated must level strafing passes and succeeded in setting after and badly damaging the destroyer. Later it was learned that approximately 1500 enemy troops were killed during this ancounter, many of them frantically leaping into the sea, encumbered with full field equipment, in a vain effort to escape the fury of the attacks.

Mrs. R. S. Jones, Lt. Johnsons mother, resides et 1025 lith St. North, St. Petersburg, Florida.

Lt. Johnson graduated from Fulton High School of Atlanta, Georgia and enlisted in the Army in September 1938. He successfully completed his flying training and was awarded his wings and commission as a Second Lieutenant in June 1943. He has since seen 14 months service in New Cuinea, the Netherlands East Indias and the Philippines and at the present time is Unit Operations Officer.

In addition to the above awards Lt. Johnson wears the American Defense Ribbon, the Asiatic-Pacific Theatre Ribbon with one Bronze Star for the New Guinea Campaign and the Philippine Liberation Ribbon with one Bronze Star. His numerous achievements are in accordance with the highest traditions of the service.

Release to: Casper Tribune Heral& Casper, Wyoming

onest Warren S. Teiggs, a pilot in a First Air Porce Tectical Assumainsance That was recently awarded the Air Medal for his goarage and devotion to duty in destroying a Tapanese mirerate in actial mondat over Ormoo May, Layte, Philippine Telands.

Natur Consent Table C. Unitedeed, Consending Ceneral of the Firsh ir Force, presented the neard during a recent review at an air field Communication the Chilippines.

Br. C. S. Twiggs, the father of it. Twiggs, recides at 830 d. Chestnut St., Gasper, Speaking and his wife Srs. Surgeret Secondry Twiggs at 4014 c.s. Meth Tenne, Particul, Gregor.

Lieutenest Triggs actualed Satronia County High Cobool and the University of Sysming and entered the Try in Sobranty 1941.

There he successfully completed flight training and was awarded his wings and considered as a second lieutenest in sugart 1945.

He has since such is northe service in New Suines, the Setherlands hast latter and the Shilippines.

In addition to the above anord it. Thiggs were the merican refers Ribbon, the Asiatio-Regific Theatre Ribbon with one Fronze Star, for the New Squeen Sampaign; and the Philippine Liberation Ribbon with one Fronze Star. His rebievements are in accordance with the highest tradition of the service.

0280

Release to: Oyster Bay Guardian Oyster Bay, New York

ent George G. Deen, a pilot in a First Air Force Tactical Reconnsissance Unit, was awarded the Coldiers Medal and the Air Medal with Cak-leaf Cluster, for his outstanding sourage and devetion to daty.

Hejor General Ennis G. Whitehead, Gonzanding General of the Firth Air Force presented the swards at a review held recently at an air field Comewhere in the Philippines.

Island on 9th May 1944. It. Been was a passenger of a transport plane that blow out a tire while taking off. This forced the sirorart into a revetaent where it began to burn. First to emerge from the plane, lieutenant Bean, at the risk of his life, and in the face of the raging infermo, entered the plane and resound another area member. In the performance of this heroic set he sustained severe burns on feee, neck and hands.

Hrs. Georgiana G. Bean, esther of it. Bean, resides at Sayville Fonds, Bayville, New York.

It. Dean ettended Dyster Day High School and Rassau Collegiate and entered the Fray in May 1942. He completed his flight training and was essigned to his present unit and has seen ten months service in New Guinea, the Notherlands East Indias and the Phil-

ippines.

In addition to the above awards Lt. Dean has been awarded the Philippine Liberation Ribbon with one Bronze Star and the Asiatio-Pacific Ribbon with one bronze star, for the New Guinea Campaign and the Air Medal with one Cak-Leaf Cluster for sustained operational flight over enemy territory during which enemy fire was expected and probable. His numerous achievements are in keeping with highest tradition of the service.

Release to: Somerset Daily American Somerset, Pennsylvania

Johnstown Tribune Johnstown, Pennsylvania

ant Joseph M. Fritts, flight loader is a Fifth air Force Tastical accommissance Unit, was awarded the Distinguished Flying Gross and the air Model with one Dax-Loaf Gluster, for his extraordinary achievaments, courage and devotion to daty in participating in snipping atrines in the failippines area.

Major Jeneral Ennis G. Shitshead, Governding Jeneral of the Fifth Air Force presented the ewards at a review hold resently at an air field Spasshere in the Philippines.

The east of the D.T.C. was made for a mission flown lete
in Howender 1944. It. Pritts was a flight leader in a formation
of reconnaissance aircraft which sighted a Japanese Tack Force
mear the west count of Leyte Island. They immediately derried
out repeated strafing passes against the country of seven
destroyers and six transports and succeeded in setting one
6000 ten transport efire, despite the intense anti-aircraft
berrage from the wassels below. After returning to base for
beads and asseministics the formation returned for another strike
and found two of the destroyers and four transports concentrated
in ten Isidre Day. Diving through a surtain of anti-aircraft
fire from ship and share batteries, the planes secred two hits
on a 10,000 ten freighter-transport causing violent explosions

which rocked the ship and caused it to burn from bow to stern. They then scored hits on the magazine of a destroyer which exploded and sank in 30 seconds. The bow was blown off a 5000 ton transport which was left burning and sinking. Three smaller barges and two smaller boats loaded with supplies and personnel were strafed and sunk. Leaving Car Isidro Bay covered with oil fires, they proceeded South along the coast of Leyte, and strafed a freighter-transport of 5000 tons, which burned to the water line. During these operations 30,000 tons of shipping were destroyed or disabled, one destroyer sunk and a large number of enemy personnel killed.

Mr. and Mrs. J. K. Pritts, parents of Lt. Fritts, reside at 211 S. Center Avenue and his wife Mrs. Nellris Oglence Pritts at R.D. #5, Somerset, Penn.

It. Pritts attended Somerset High School and Musquehanna University. He enlisted in the Royal Canadian Air Force in August 1941 and took flight training in Onterio, Quebec, New Brunswick and Prince Edward Island. In May 1942 he transferred to the United States Army Air Force and completed his flying training, receiving his wings and commission as a Second Lieutenant in October 1942. He was then made an instructor and taught fledging pilots for eleven months. Then assigned to his present unit he has seen twelve months service in New Chines, the Netherlands East Indies and the Philippines. At the present time Lt. Pritts is a Flight Leader and Unit Safety Officer.

In addition to the above swards Lt. Pritts wears the Philippine Liberation Ribbon with one Bronze Star and the Asiatic-Pacific Ribbon with one Bronze Star for the New Guinea Campaign. His numerous achievements are in accordance

with the highest traditions of the service.

0285

Joseph J. Laninski, a crew chief in a fifth hir Force Tectical Accommodistance Unit was recently awarded the Parple Court.

Fajor General Suris G. Daitoness, Jernarding General of the Fifth Air Force presented the sward during a review at an air field Consulars in the Failippines.

boshing raid. horsey after the initial landings on Leyte, P.I. Igt. Remined was on the wing of his 2-60 helping the pilot into the plane when two sepances dive bashers reared in at tree top height dropping fragmentations boshe before their presence was reclined. Pefore he could take gover one bosh landed three feet away blasting igt. Cominent from the wing of the plane and wounding him in the book and legs.

Ero. Evolya Mill, Ogt. Zaminghi's sister, resides at 456 %. 49th Ficco, Los Angeles, California and his foster parents, Er. and Mrs. Donohue at Ottoma, Illinois.

Chicago and was employed as a machinist by Harrison and Harrison of test Hollywood, California.

berving in an Air Corps Unit that has operated from the

forward areas in the Pacific, Sgt. Kaminski has seen 16 months service in Australia, New Guinea, Netherlands East Indies and the Philippines.

In addition to the Purple Heart Sgt. Kaminski wears the Philippine Liberation Ribbon with one Bronze Star and the Asiatic-Pacific Ribbon with one Bronze Star, for the New Guinea Campaign.

Montgomery Advertiser
Montgomery, Alabama.

Alabama Journal
Montgomery, Alabama.

First All Force. Somewhere in the Philippines - Captain Josse L. Medeill has been awarded the Distinguished Flying Grees and a fourth Cak-Leaf Cluster to the Air Model which were recently presented to his by Major Lewersh Manie G. Whitehead, Commanding General of the Fifth Air Force.

The D.F.C. was made for Captein McMeill's participation as flight leader in an eleven plane formation of P-40's that attacked an enemy convey of three large mercia t vessels and one destroyer in the Philippine Sees late in Movember 1944. In dive bombing the convey, the flight ignored heavy flak and down down to 2000 feet before pulling out and dropping their bombs. One 9000 - 12,000 ton Transport and one 7000 - 9000 ton Freighter were left urning by the dive bombing of the flight. Then, despite intense anti-aircraft fire from ships and shore betteries, repeated ment high strafing passes were made on the convey, leaving the destroyer also on fire and badly demaged. Approximately 1500 enemy reinforcements were killed during this attack. The extraordinary achievement, outstanding course and devotion to duty of Captain McMeill is morthy of the highest commendation.

Captain McNeill attended Mentgomery County High School and prior to joining the Army was employed as an accountant by the Morrison Cafeteria. His parents, Mr. and Mrs. C.C. McNeill reside at Ramer, Alabama.

Captain Medicill entered the Army in March 1942 and after privary and basic training at Coleman and Goodfellow Fields, Texas obtained his wings and was commissioned a 2nd Identement in January 1943 at Brooks Field, Texas. Since then, during 16 months overseas he has served as flight leader and

THIS PAGE IS UNCLASSIFIED operations officer in a Tactical Reconnaissance Unit in New Quinea, the Netherland East Indies and in the Philippines. In addition to the above medals, Captain McNeill has been swarded the Air Medal and three Cak-leaf Clusters to the Air Medal for sustained operational flights over enemy territory and for hazardous attacks against an enemy anti-aircraft position. He also wears the Asiatic-Pacific Theatre Ribbon with one Bronge Star for the New Guines Campaign and the Philippine Liberation Ribbon with one Bronse Star.

Release to: Council Bluffs Nonpareil Council Bluffs, Iowa

enant Ambort &. Turner Jr. a pilot in a fifth Air Force Testical Reconnuissance Unit, was awarded the Distinguished Flying Cross with Oak-Leef Cluster and the Air Hedel for his extraordinary achievement, courage and devotion to duty in participating in shipping strikes in the Philippine area.

Major General Shais G. Shitehead, Commanding General of the Fifth ir Force presented the swards at a review held resently at an air field samewhere in the Philippines.

November 1944. On that day it. Furner was one of a formation of recommoissance siroraft which sighted a Japanese task force mear the mest onest of Layte, P.I. They immediately carried out a repeated strating attack against the convoy of seven destroyers and six transports, and acceeded in setting one 5000 ten transport aftre despite the intense anti-siroraft berrage from the vessels below. After returning to base for bombs, the formation returned for another attack and found two of the destroyers and four transports concentrated in San Isidro Say. Diving through curtain of anti-siroraft fire the planes secred two hits on a 10,000 ten freighter-transport, cousing violent explosions which rocked the ship and caused it to bare from bow to aterm.

They then scored hits on the magazine of a destroyer and it exploded and samk in 30 seconds. The bow was blown off a 5000 ton transport which was left buring and sinking. Three barges and two smaller boats leaded with supplies and personnel were strafed and sunk. Leaving San Isidro Bay covered with oil fires they proceeded south along the coast of Leyte and strafed a freighter-transport of 5000 tons which burned to the water line. During these operations 30,000 tons of shipping were destroyed or disabled, one destroyer sunk and a large number of enemy personnel killed.

Mr. and Mrs. R. W. Turner, parents of Lt. Turner, reside at 226 Bluff St., Council Bluffs, Iowa.

Lt. Turner attended Wentworth Military Academy, Lexington, Missouri and was employed as an Aircraft Inspector for the Gleun L. Martin - Nebr. Co. of Omaha before his entry into the Army in December of 1942.

In addition to the above awards Lt. Turner, during his eight Months overseas, has received the Philippine Liberation Ribbon with one Bronze Star and the Asiatic-Pacific Ribbon with one Bronze Star, for the New Guinea Campaign. His numerous achievements are in accordance with highest traditions of the service.

Release to: Elyria News, Elyria, Chio. Lorain Journal, Lorain, Chio.

Fifth Ala FORT. Somewhere in the Philippines - First Lieutenant Daniel

A. Brattoli, a pilot in a Fifth Air Force Tactical Reconnaissance Unit, was
awarded the Distinguished Flying Cross and the Air Medal for his extraordinary achievement, courage and devotion to duty in participating in shipping
strikes in the Samar Sea.

Major General Ennis C. Whitehead, Commanding General of the Fifth Air Force presented the awards during a recent review at an air field Somewhere in the Philippines.

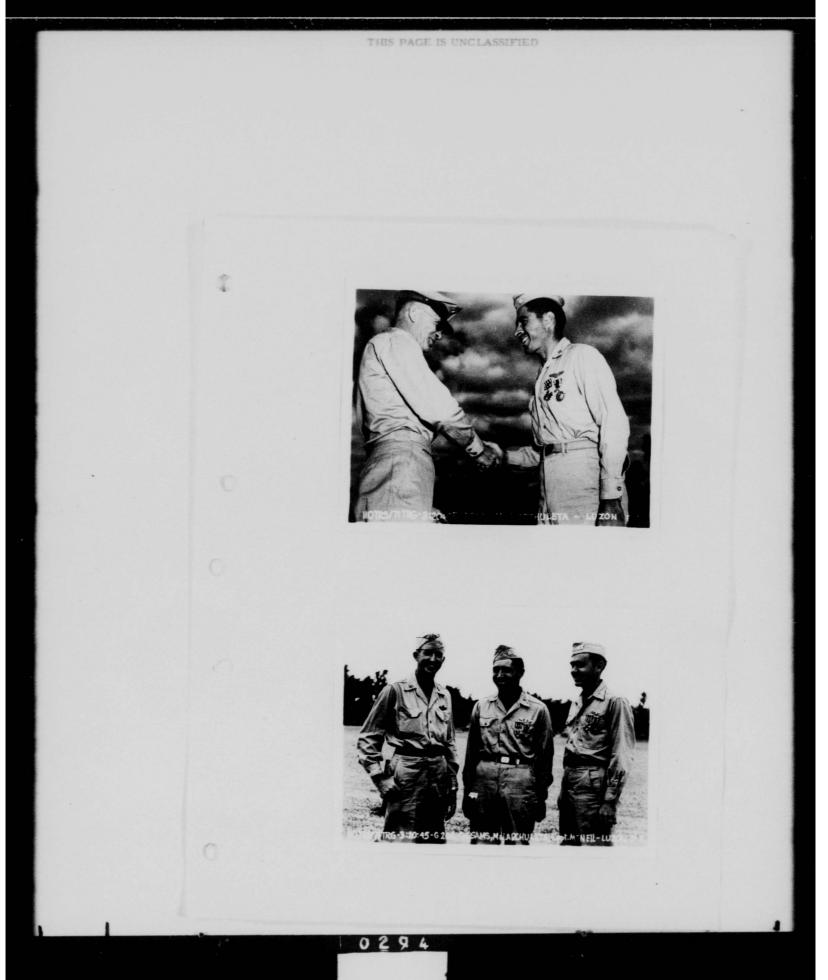
The award of the D.F.C. was made for a mission flown late in November 1944. On that day It. Brattoli was one of a formation of recommaissance aircraft which sighted a Japanese Task Force near the West coast of Leyte Island. They immediately carried out repeated strafing attacks against the convoy of seven destroyers and six transports and succeeded in setting one 5000 ton transport afire despite the intense anti-aircraft barrage from the wessels below. After returning to base for bombs, the formation returned for another attack and found two of the destroyers and four transports concentrated in San Isidro Bay. Diving thru a curtin of anti-aircraft fire the planes scored two hits on a 10,000 ton freighter-transport, causing violent explosions which rocked the ship and caused it to burn from bow to stern. They then scored hits on the magazine of a destroyer and it exploded and sank in 30 seconds. The bow was blown off a 5000 ton transport which was left burning and sinking. Three barges and three smaller boats loaded with supplies and personnel were strafed and sunk. Leaving San Isidro Bay covered with oil fires, they proceded south along the coast of Leyts, and strafed a freighter-transport of 5000 tons,

which burned to the water line. During these operations 30,000 tons of shipping were destroyed or disabled, one destroyer was such and a large number of enemy personnel killed.

Mr. and Mrs. Michael Bratteli, parents of Lieutenant Bratteli reside at 112 Eady Court, Elyria, Chio and his wife Mrs. Verenica M. Bratteli at 816 West 20th St., Lorain, Chio.

Lt. Brattoli graduated from New Lexington Sign School of New Lexington Chic and worked for General Industries of Elyria Chic before entering the Army in August 1942. No successfully completed Frimary, Basic and Advanced Flying schools and was awarded his wings and commission as a 2nd. Lt. in January 1944.

In his six months overseas Lt. Brattoli has been awarded, in addition to the above awards, the Asiatic-Pacific Hibbon with one bronze star for the New Guines Campaign, and the Philippine Liberation Hibbon with one Bronze Star. His achievements are in accordance with the highest traditions of the service.



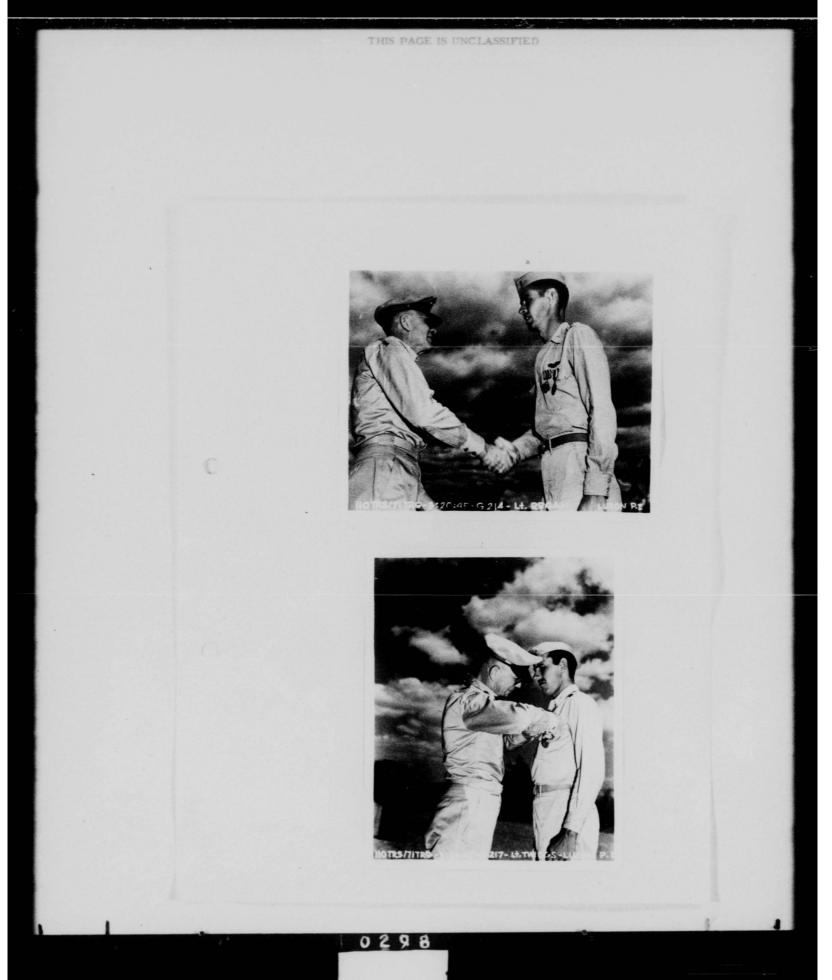
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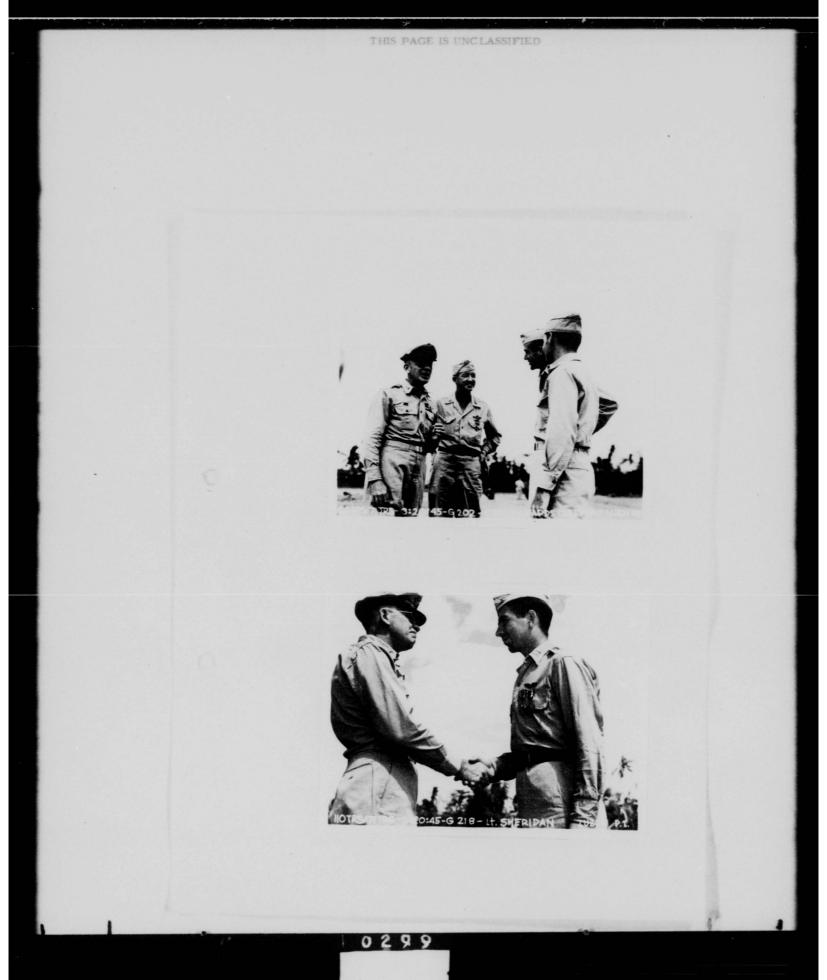


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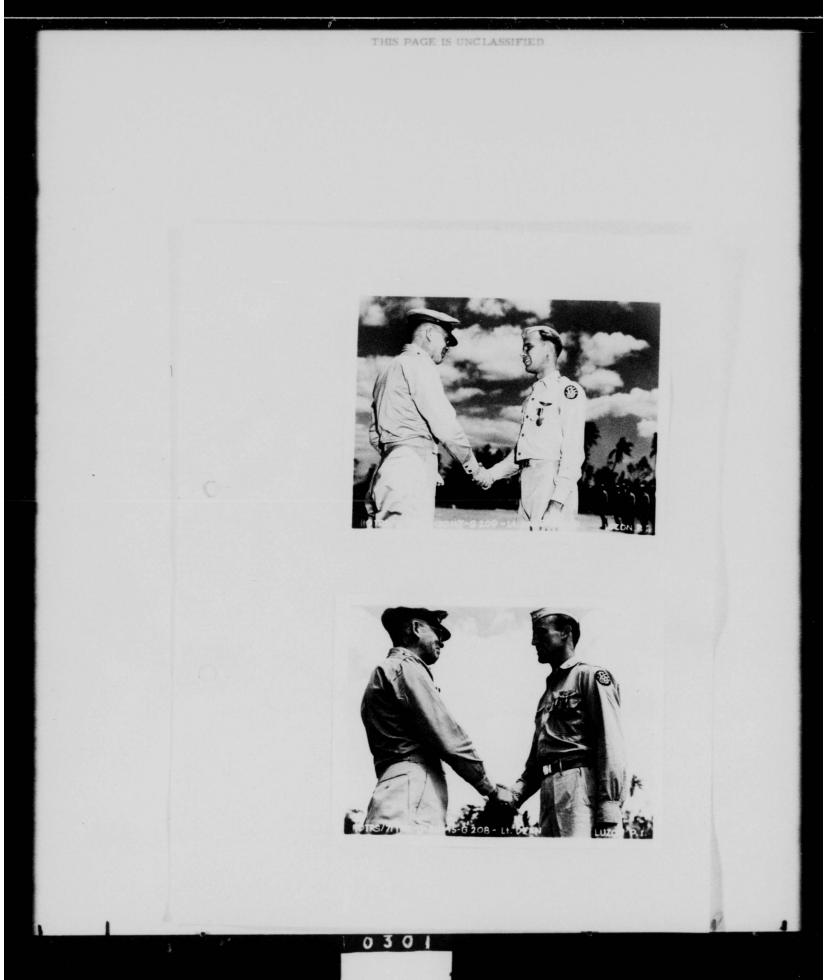




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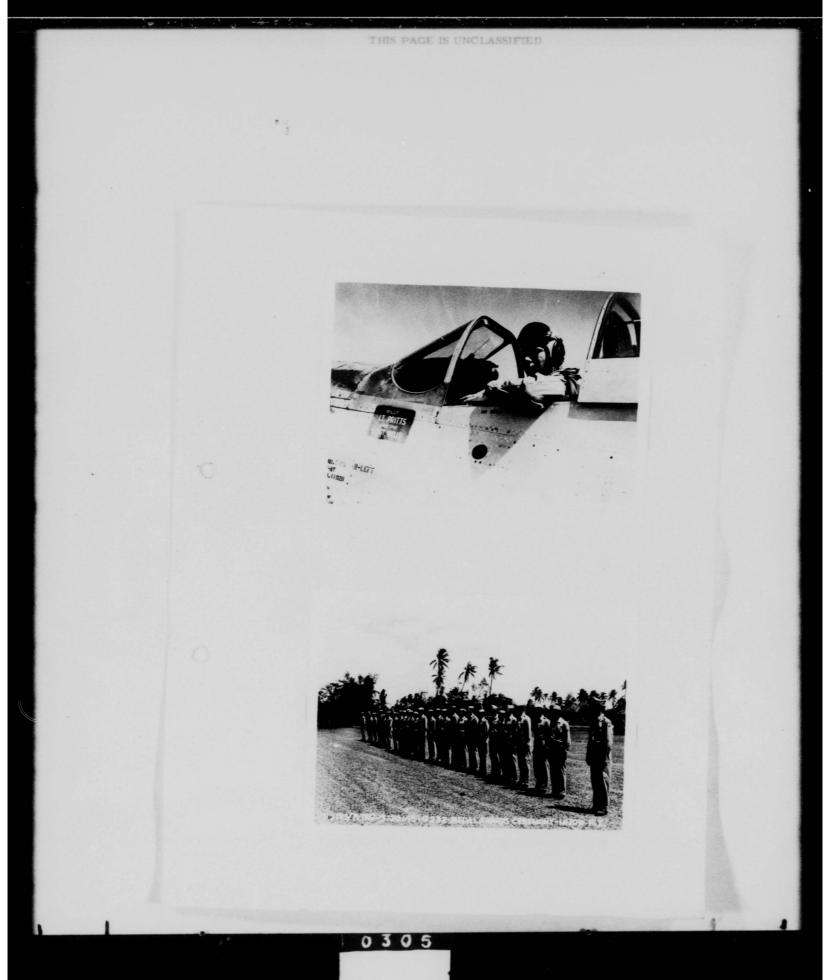
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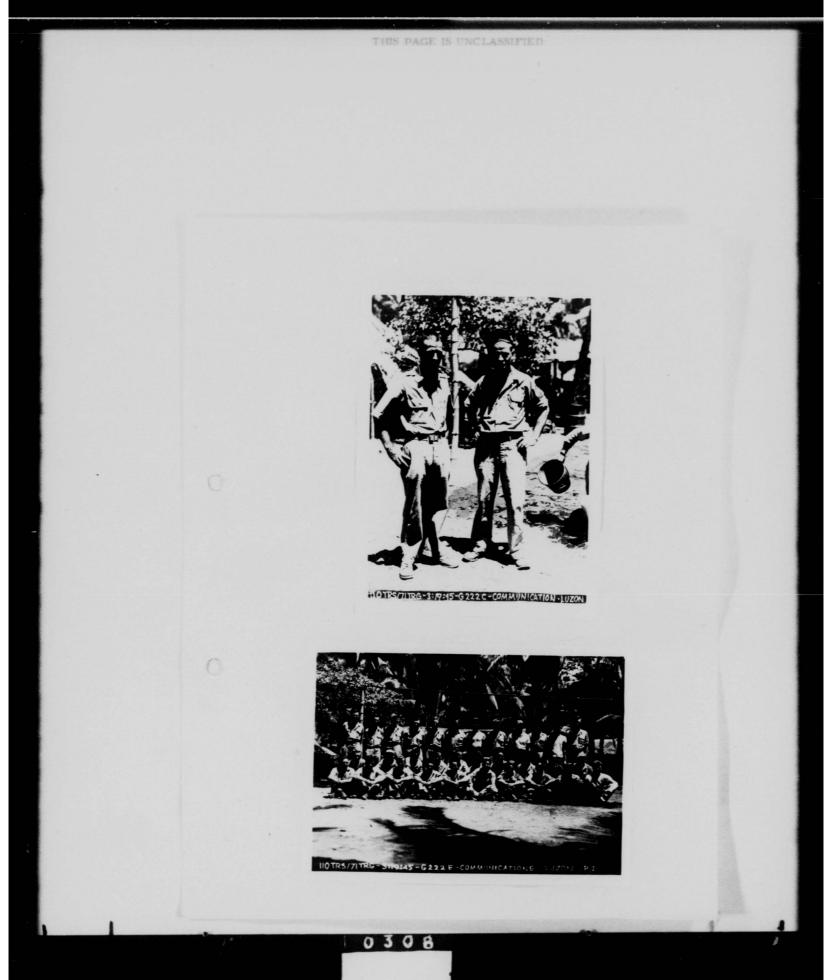
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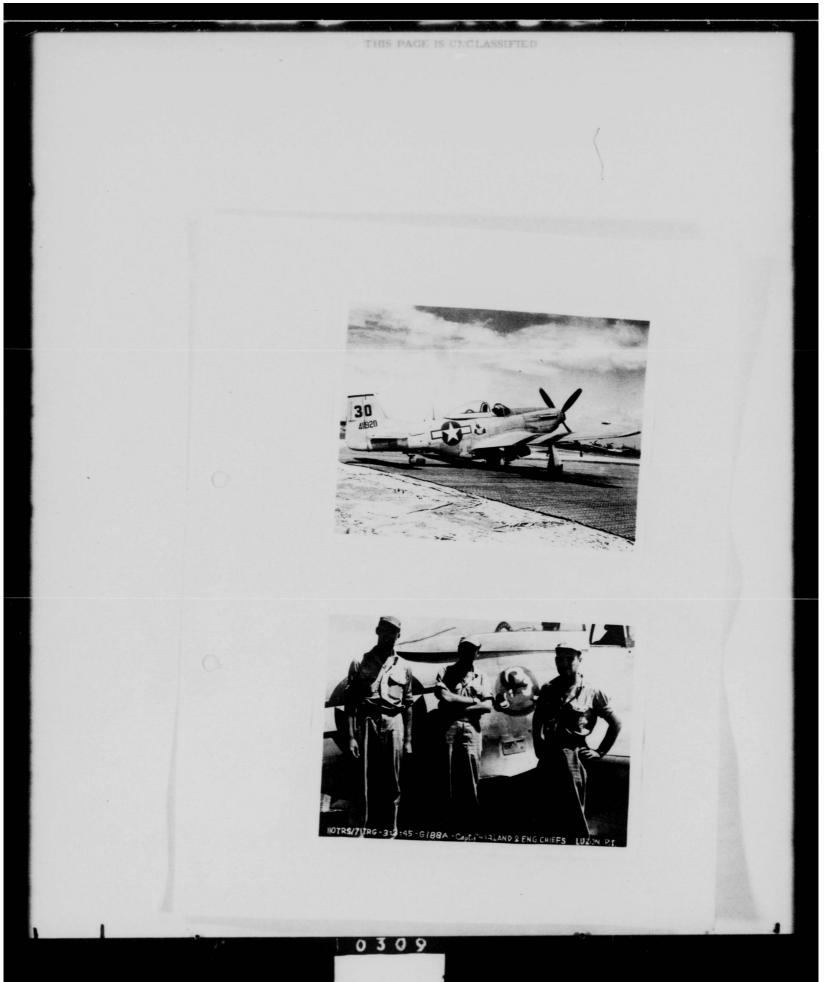
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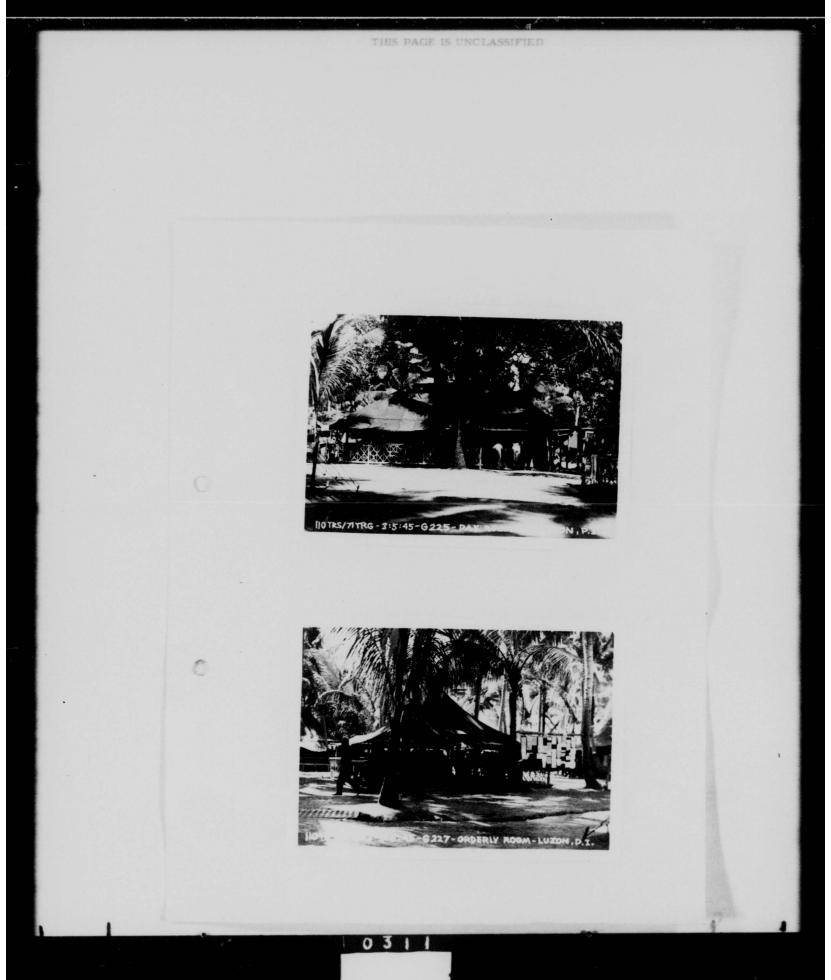
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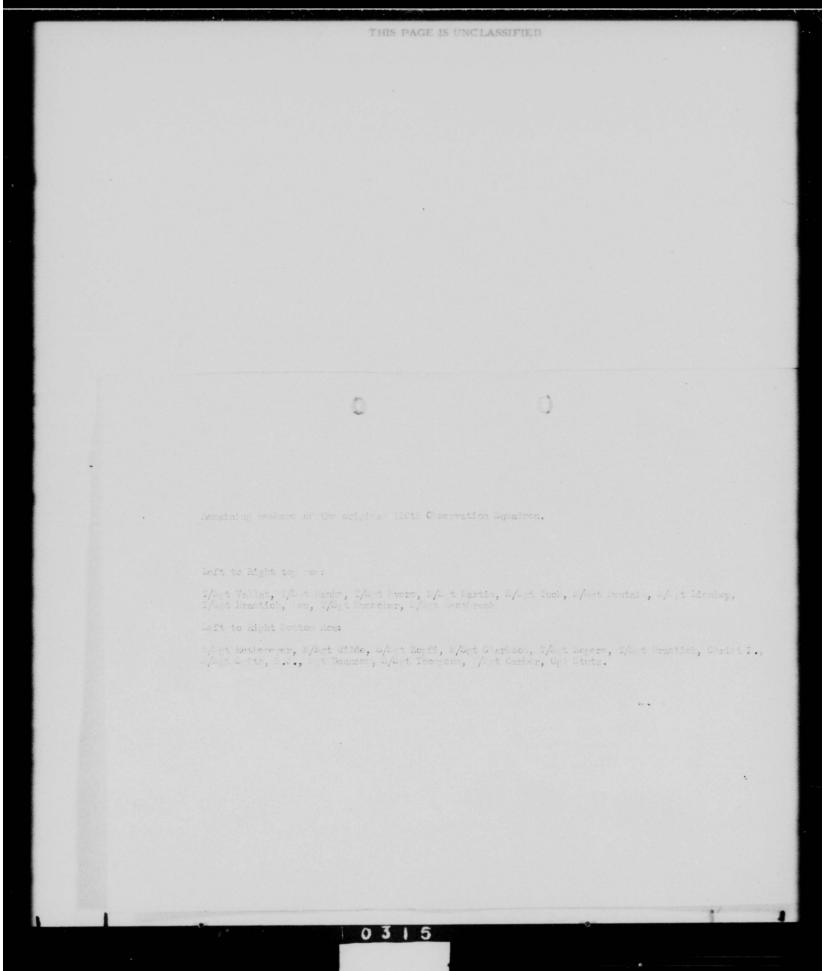
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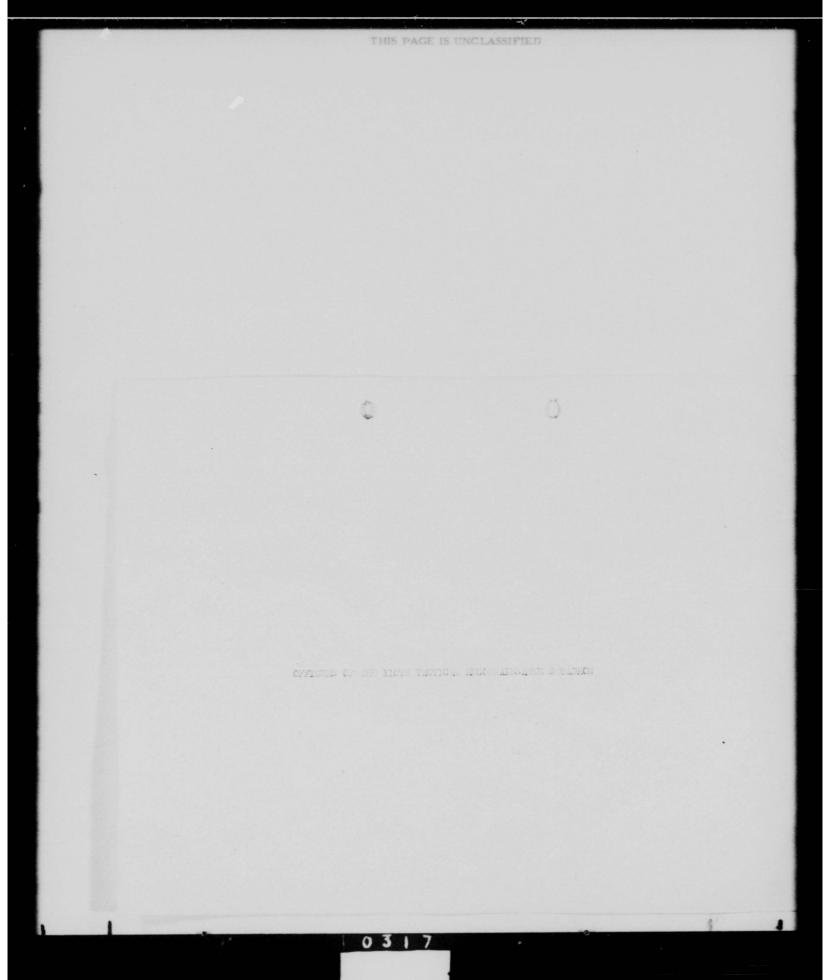
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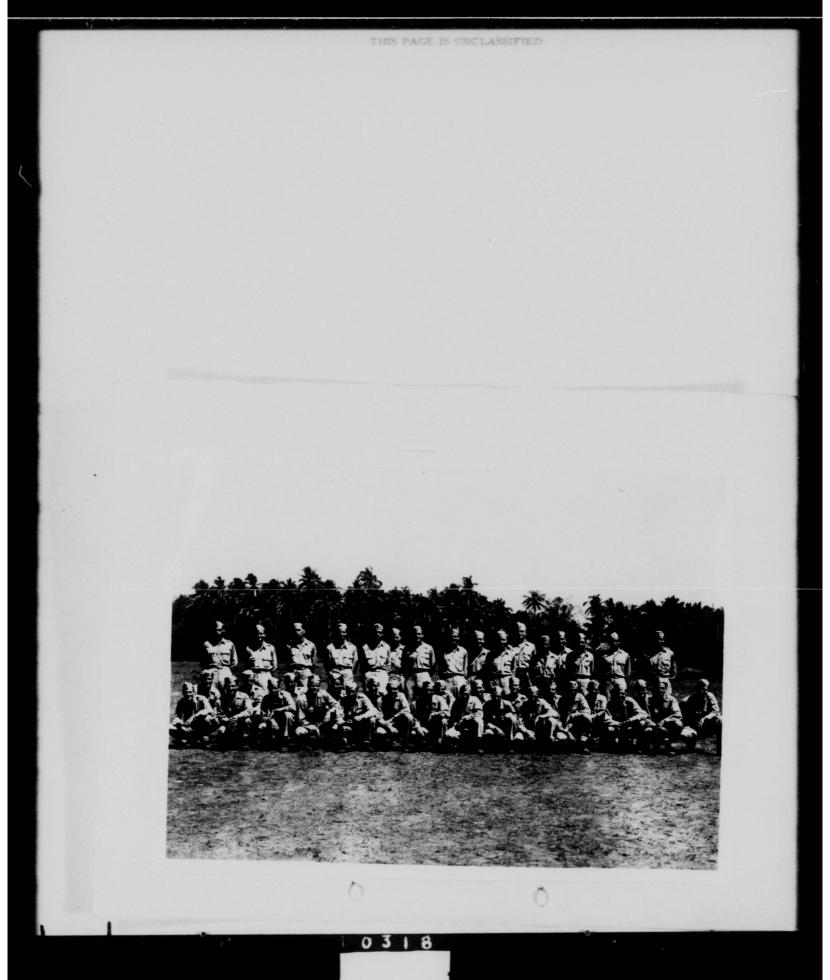


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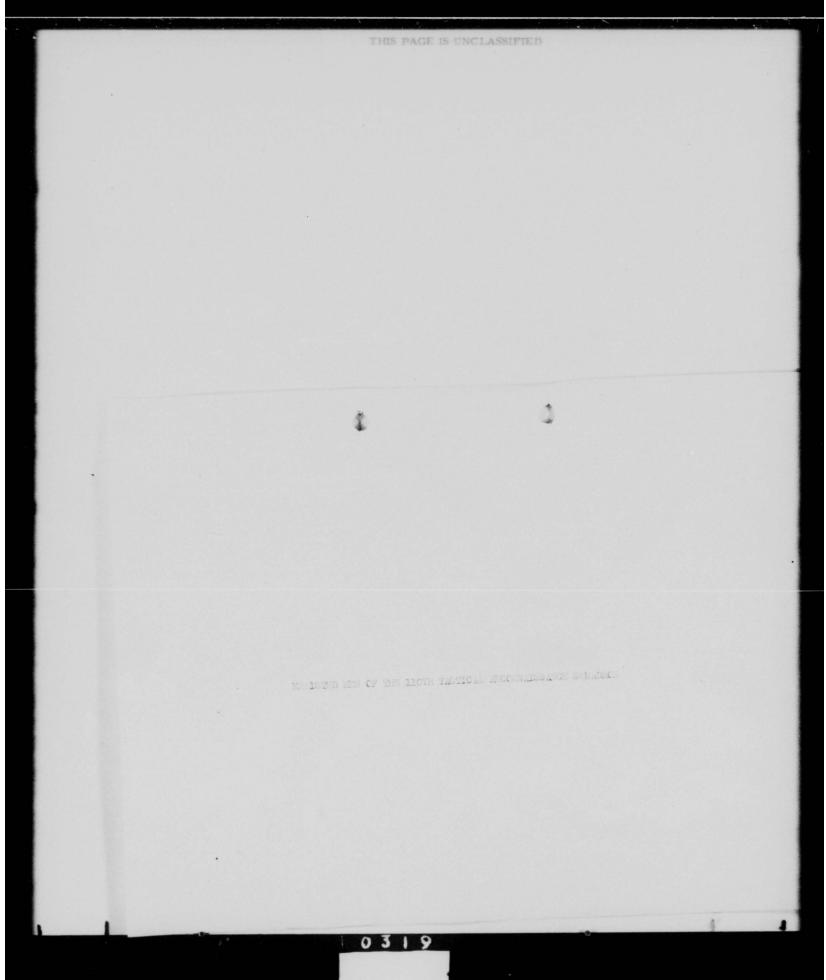


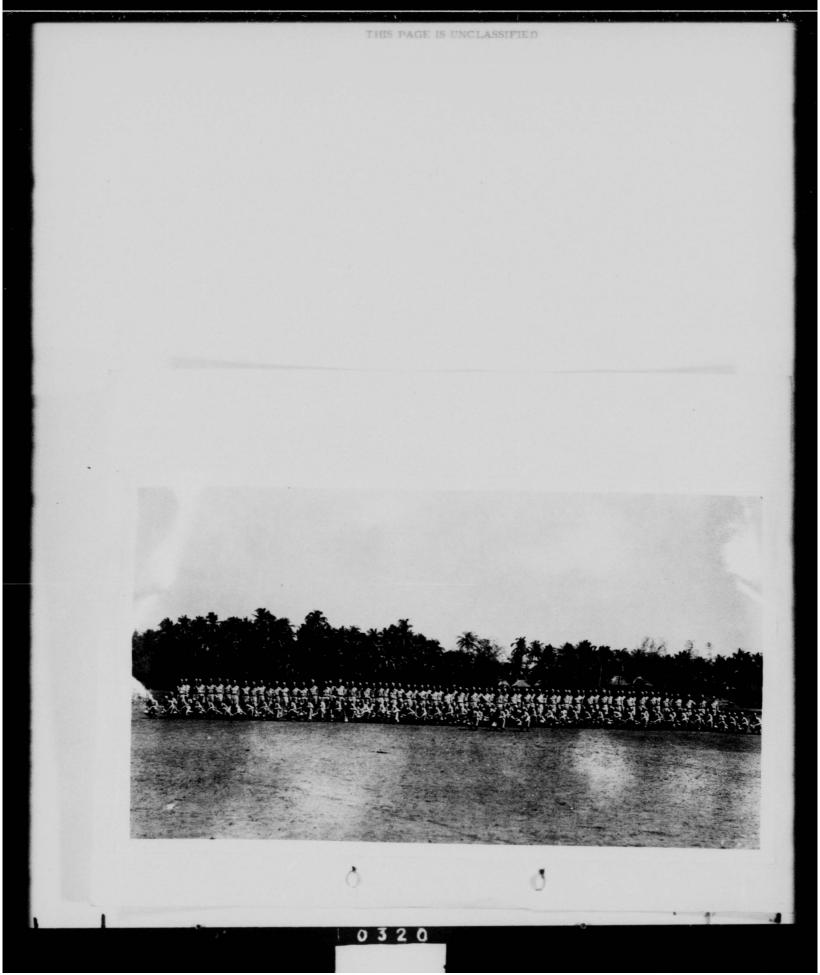
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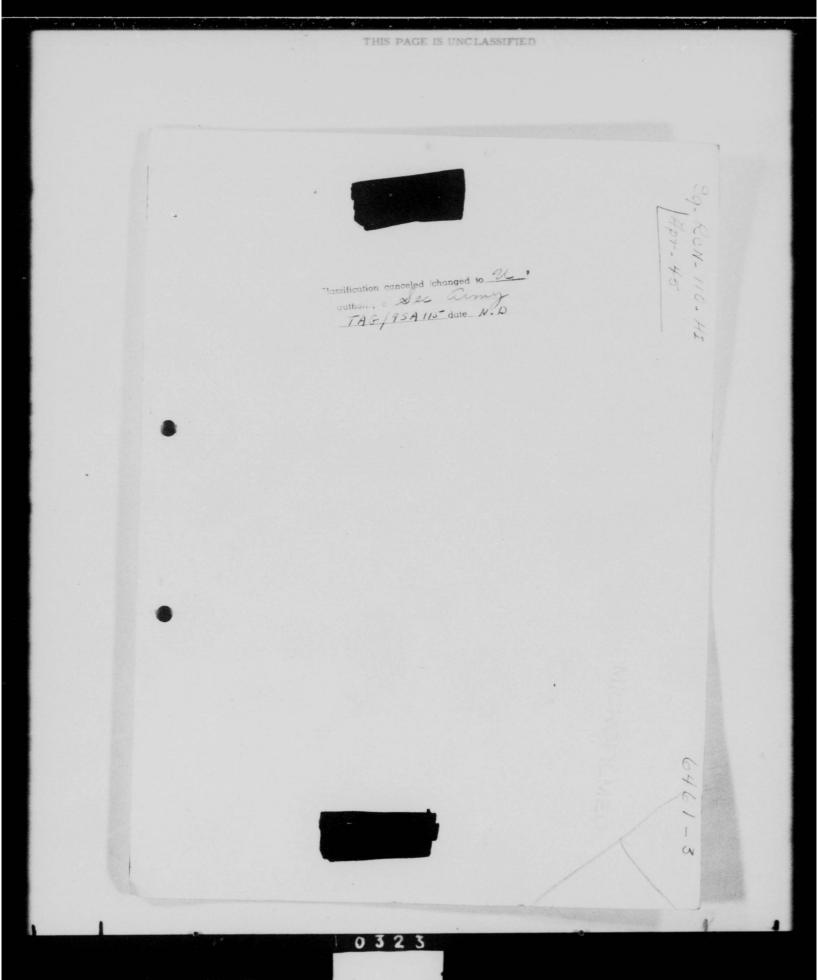


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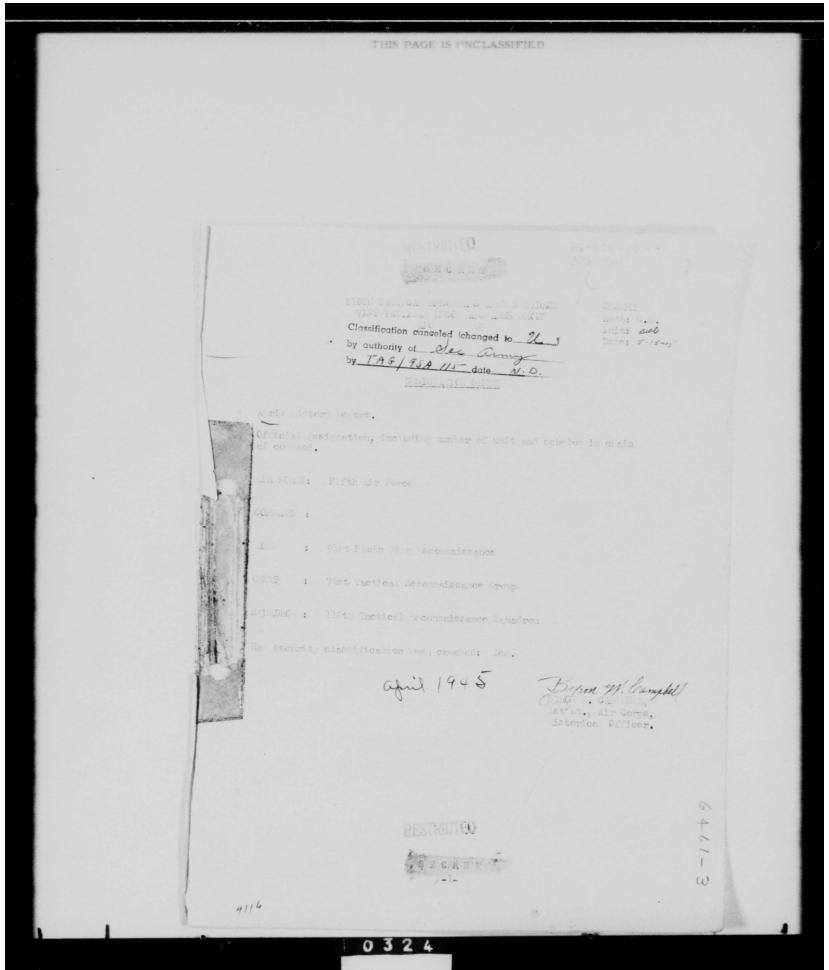




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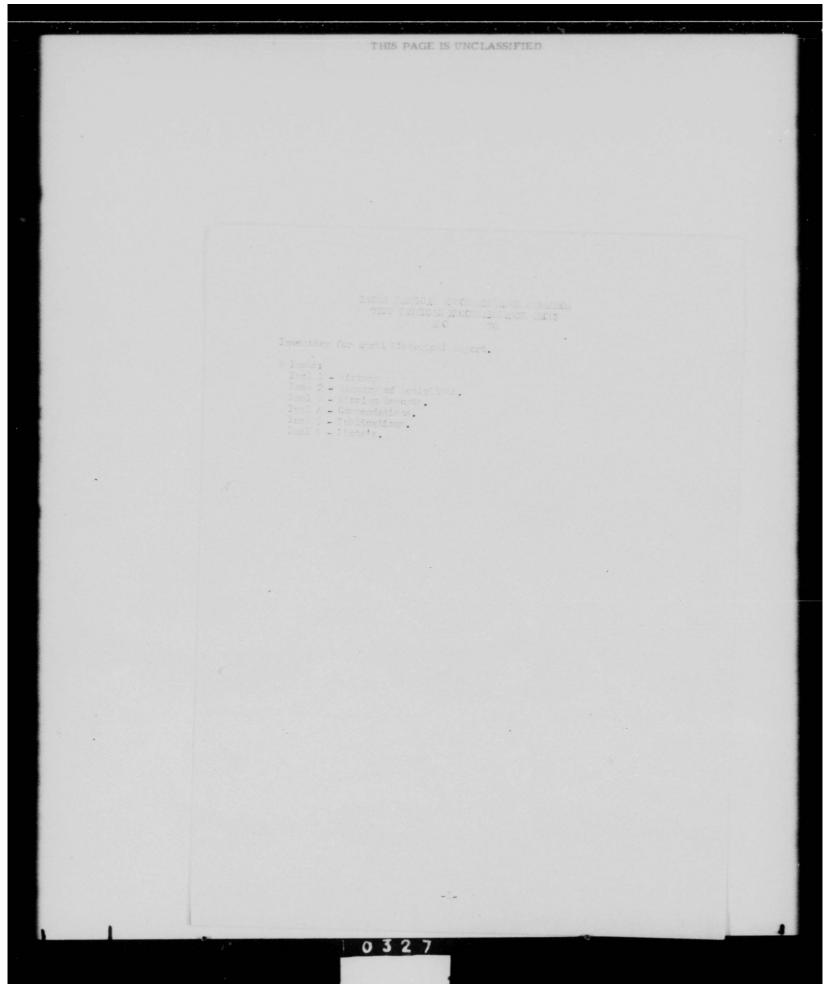
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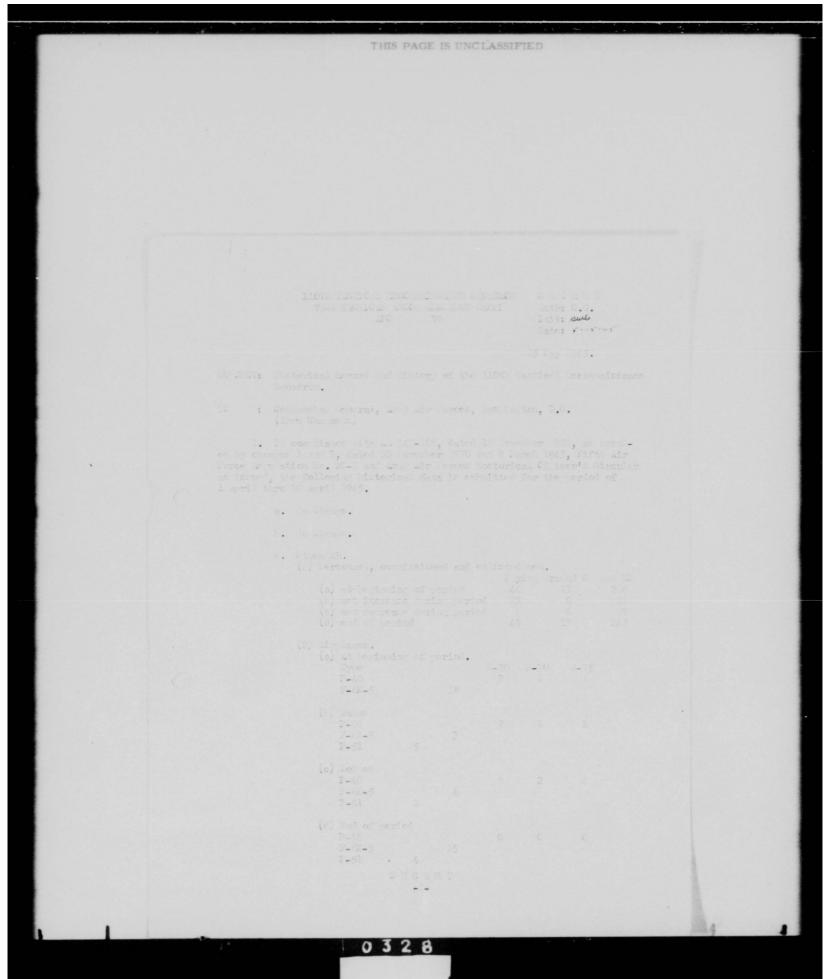


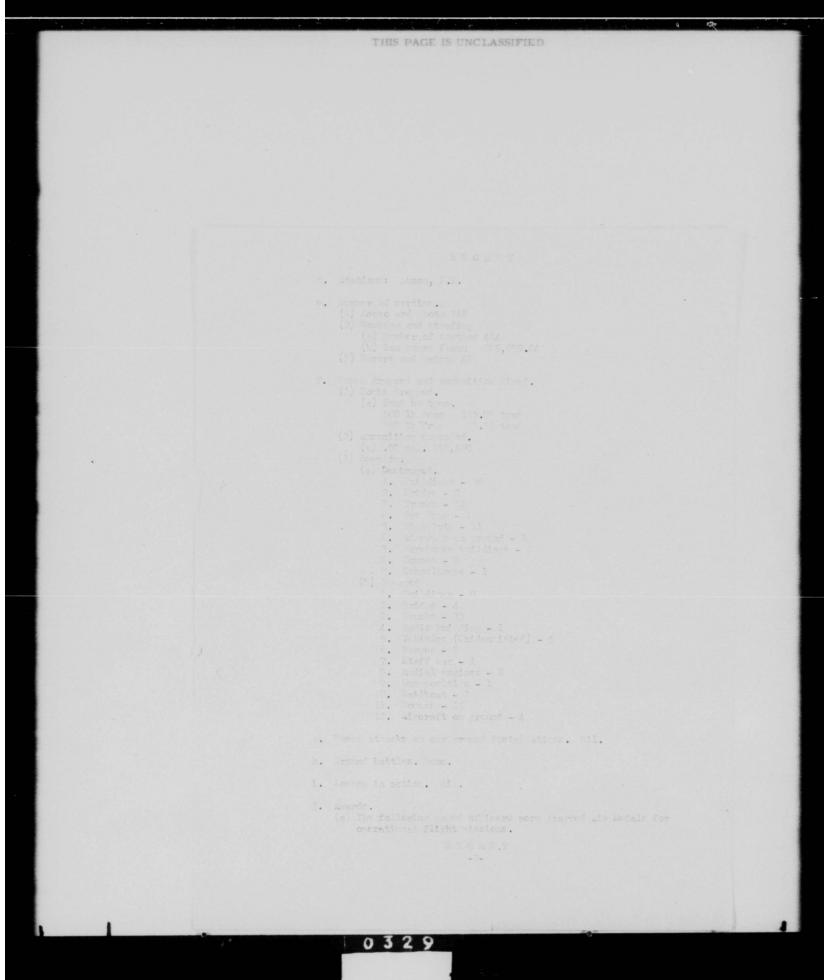
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THIS PAGE IS UNCLASSIFIED auth: C.G. Indt: 5-75-45 Date: 15 Lay 1 45. SULTCI: Transmittal of Unit distory. 10 : Commanding Ceneral, are Mr orcer, archineten, D.C. 1. In accordance sit a. 3/5-106, and a. Regulation to. 7-, sub-it heresit the april 1945 lister of tils organization, which has been inspected and verified by the unconstrued. 2. The referred submitted was expected by 2st t. Fyron a. Gamphell C-5/1/(71, air Corps. Pacts and observations included in the nervative and not otherwise credited are based on the personal moveledge and ominions of lt. Gambell. RevolV. auchuleta, sa

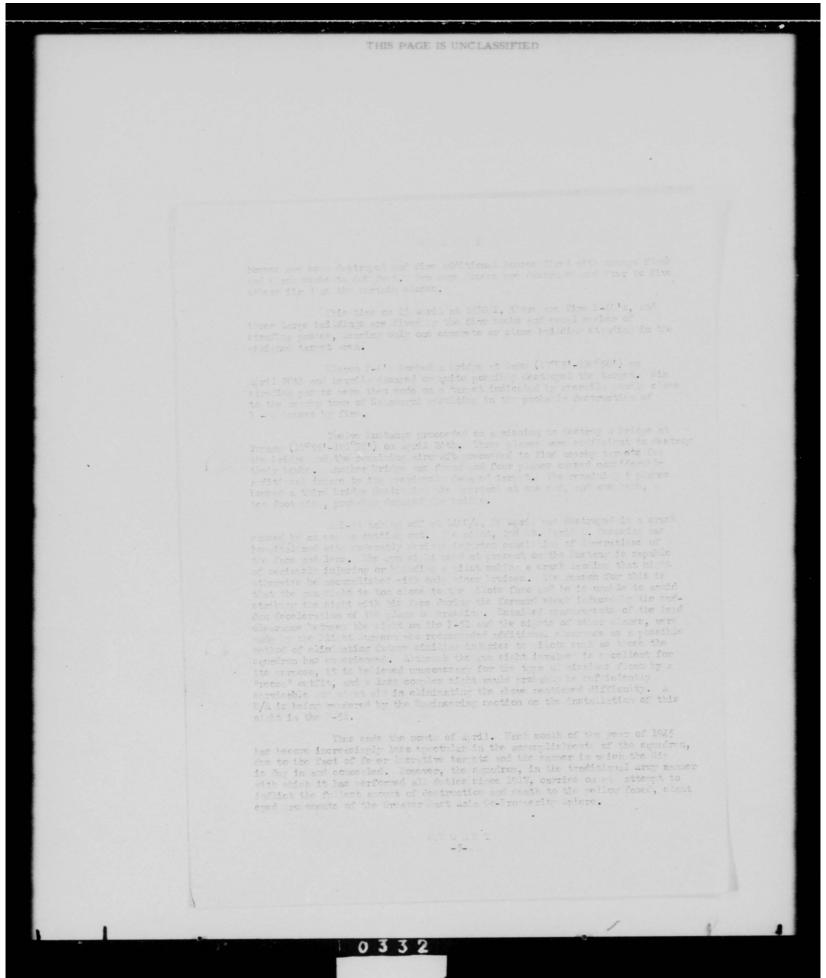


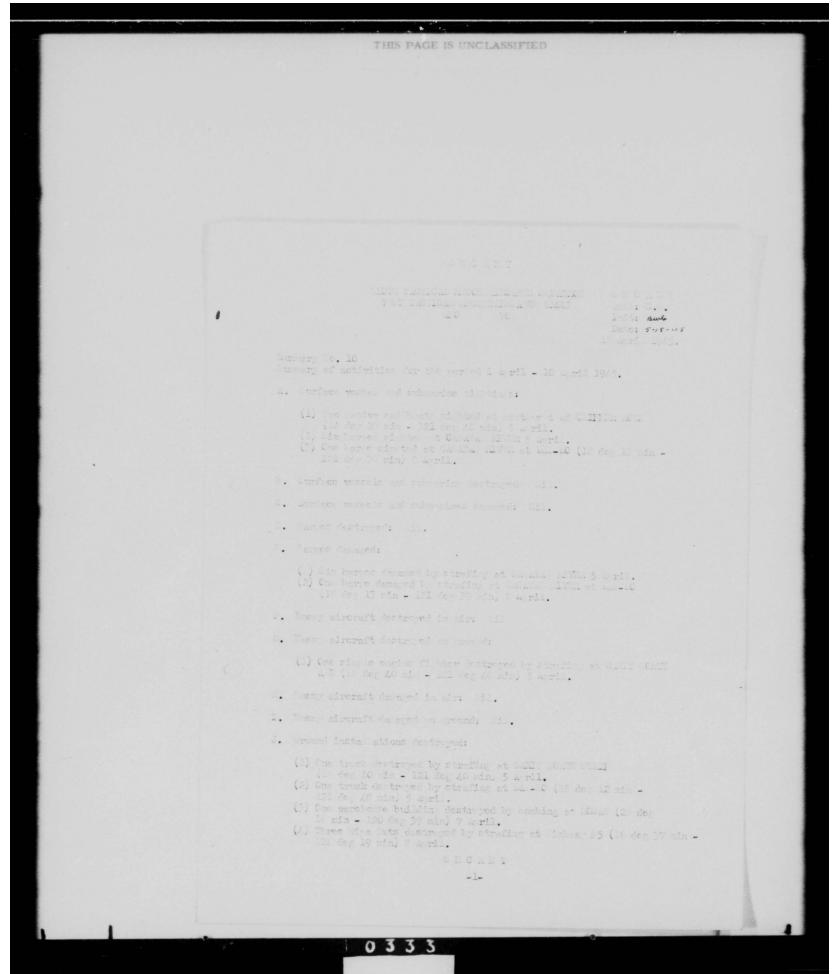


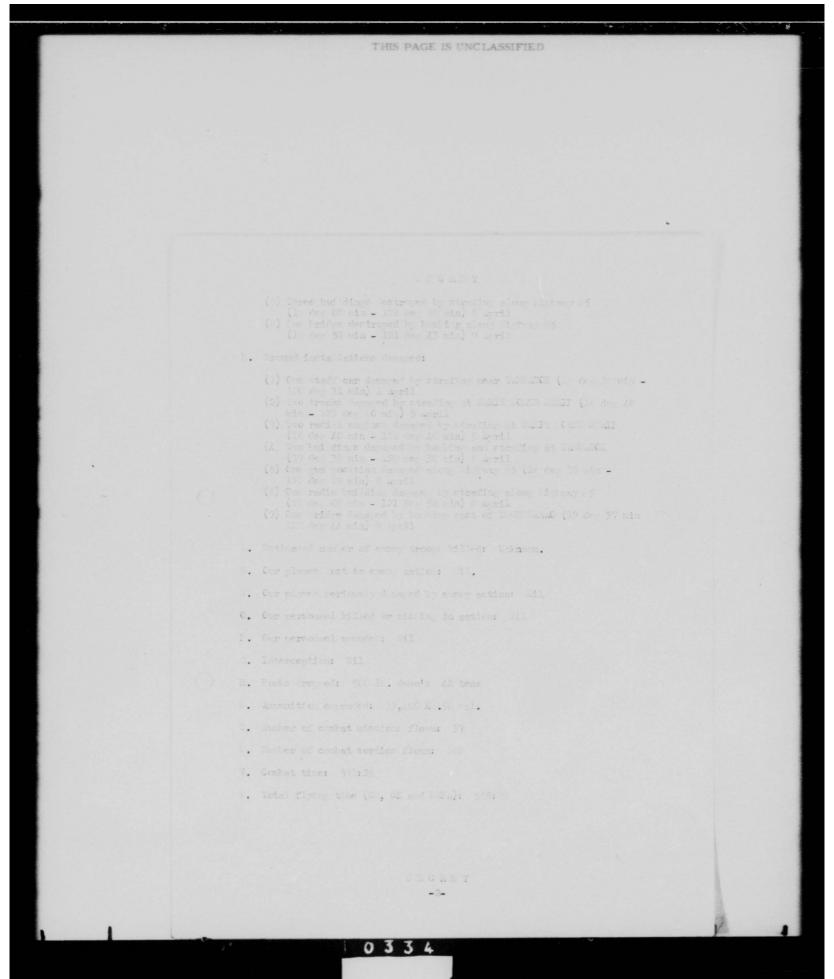


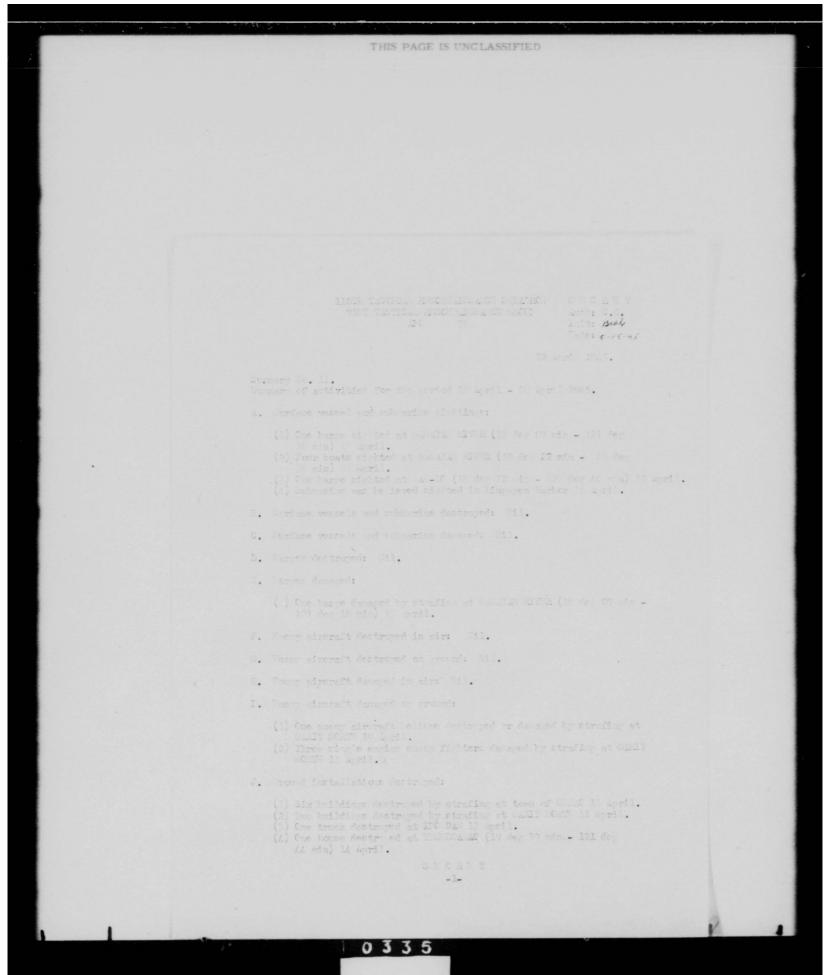
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                                                                                                                           Johnson, her an . Jr. Mandond, where i. Upton, lend 1. Lathers, Cliver S. Ford, Gordon E. Kriejer, William F.
                                                                                                                                  Jachatka, Morris J.
                                                                                                  M. Narrative.
The Control of the heart reaking retreat couth to bee Guinea and australia, United states are and heavy personnel fourit a gallant but losing battle. The United States large air force although not too sell represented, dictinuished therefore underwahig during this carraign. The losing Wighing Fortres or - 7, did an excellent job phile they lasted. Another also that planed an outstanding part was the Curtiss "Marketak" or I-AO. These aircraft were used for every conceivable type of mission; finiter, strafer, hover, transport, recommaissance, antisub patrol and probably other type missions not mentioned in the book. These planes were from until the devote filest and reclamics could be larger patch the planes enough to get off the ground. When this happened, the pilots and cross tool unriflest and locate infantry were or to of these pilots and even tool unriflest and locate infantry were not of these pilots and even tool unriflest and locate infantry were not of these pilots and even tool unriflest and locate infantry were not of these pilots and even tool unriflest and locate infantry were to off the planes of freely, new, well endoyed in corps units who are determined to exact revenue from the if for his certificum actions and the inhuman treations given the defeaters of the Philippians.
  Fur the F_{-}/0, which had loop and been declare chroleto, was losing its place in the world wide race to achieve superior designed sincreast. It was invitable that the F_{-}/0 we like retired. It had redeemed
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THIS PAGE IS UNCLASSIFIED Put, even with the assing of the "Warhew's", probably more arro intoly titled "Jordhorse", the war must continue. Jon, the 110th Factical Jacon aissance Loug'ron was fully equipped with the Morth American P-61 ustum and it who to version, the F-6. The new aircraft carried on in the same tradition as the planes they had replaced. Joseph during most of this month of April both "arhanks" and "Justanys" flow the assigned missions of the squadron, from entity both types eine uses on the same mission. There missions a noisted of the usual reuting aread, visual and proto missions, interspersed with cover missions for "Liscuit Toubers" on transports and at occasions, plus of a be bine ission. A sin size installation, so-vices and troops were beaked and strafed. Cocasional the damps was observed, but now frequently the books and bullets, madterve, smalless and caves to which the mission reports their were tell conscaled in the trees, callies and caves to which the mission reports frequently revealed facts of troops and troops and the mission reports frequently revealed facts of troops and troops and the mission reports frequently in the area. Photo's taken were also invalvable in the convairs. They, estimate and the lives of many of across convenies in the area. Photo's taken were also invalvable in the convenies. They, estimated and the lives of many of across convenies in the convenies and the lives of many of across convenies in the convenies and the lives of many of across convenies in the convenies are two caved by the information also and the lives of many of across convenies are across aved by the information also and the lives of many of across convenies and across across the lives of many of across convenies and across across the lives of many of across convenies. The first 2 days of a mil produced for cheerved results worthy of describing in detail. Two, emissions of person of of the energy was destroyed, bothing and stress; missions into a para a smallest, but the spectacular results which the "has atoms" and become construed to in the past were, for that very reason, no longer swallable and the missions were rather drab and more within. Fourteen F. 's bonded, data nd, and probably destroyed a bridge meer Thomesars on the morning of 9 and 1947. The places remaining that had not maked bonds on a laider almost rendered uncorrion to proceeded to the meany similar and left its manage unservice he for Je siroralt afterpring to execute to personnal to the devices safety or the comeland. On the norting of 12 april, ed to "uctange" deposited their 500 pound descrition books on and around a bridge mear-facture area (1795). 1200/31) definitely demanding and probably destroying the bridge. Dir "Merharks"; the time; MC/I on a ril MAR 1945; the mission; to both and struct the Tarmic area. Mercury enters and electron struct. Scene slifts to Pains (1905; 1909), a few minutes later. As the shoke from the 6-500 good densition both and MCC-50 cal machine out bullets always, a large englishion is observed from one of the bulbs on three

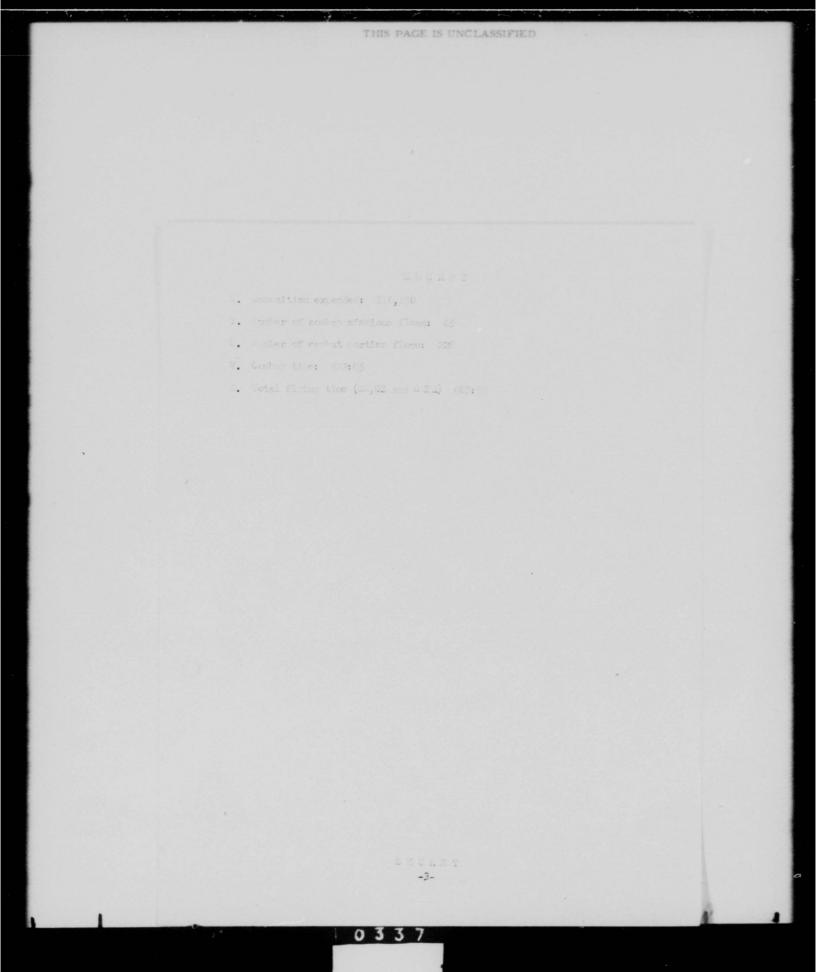




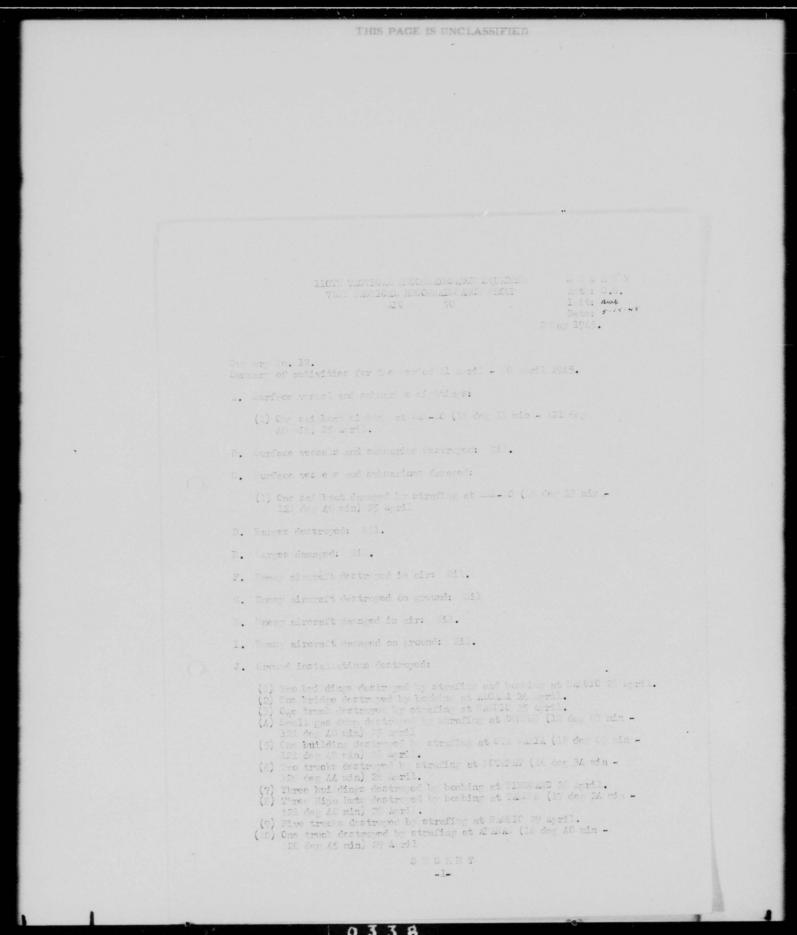


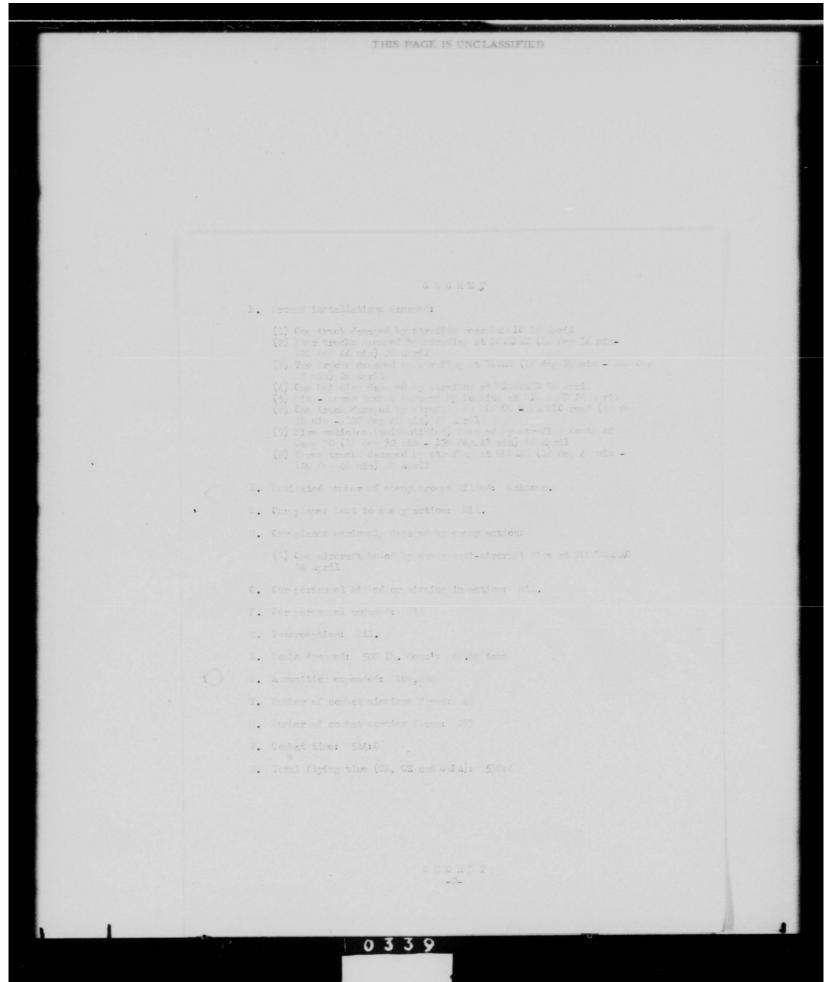


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                  (5) Five he see destricted to be line at I.alia (17 cer 35 min - 150 cer 27 min) W arril
(6) One selections destroyed by Static at Ma The Arril
(7) One building destroyed by straing at Call C. Arril
Strain at Mail Iau (17 dec 01 min - 121 dec 51 min) W spril
(12) dec 51 min) 15 a ril
(10) Ien building destroyed by strains at La I.al (17 cer 75 min
(10) Ien buildings destroyed by strains and booking at position
requested by row d station M april
(21) Five mine bute and one staff cer destroyed by taking and
strains at I.I.I. (18 for A2 min - 121 dec 55 min) 9 april
(12) 200 - three houses destroyed by strains at Dalla (I T april)
                (1) Core bridge demand by booking at TLUCCALAC (1) dec 37 min -
121 dec 23 min) 12 april
(2) One house come of by streling seet of CCALCO (16 dec 20 min -
121 dec 20 min) 17 april
(3) First - mine bouses demand by booking at lair (17 dec 25 min -
120 dec 26 min) 12 april
(4) Four building decape is streling at BATHAC is april
(5) One indiding decape is streling at BATHAC is april
(6) One building decaped by streling at BALAC (17 dec 40 min -
121 dec 70 min) 1 april
(7) One bridge decaped by booking at BALAC (17 dec 45 min -
121 dec 70 min) 20 april
(8) One bridge demand by booking at BALAC (17 dec 55 min - 121 dec
(6) One bridge demand by booking at CAL (17 dec 55 min - 121 dec
(7) One bridge demand by booking at CAL (17 dec 55 min - 121 dec
(8) One bridge demand by booking at CAL (17 dec 55 min - 121 dec
(9) One bridge demand by booking at CAL (17 dec 55 min - 121 dec
    1. Estimated number of energy troops Mil ed: Unknown.
 h. Cur planes lost to enemy action: Mil.
   W. Cur planes seriously damaged by enemy action: Nil
 C. Cur personnel killed or missing in action:
                F/C Cordon L. Ford 2-120706
              A C iver 1. hallews T-1260595
Flames collided in mid-sir while returning from combat mission 18 april
   . Our personnel wounded: Wil
  . Interception: Nil
R. Forbs drop ed: 500 16. dero's 55.25 tons 200 1b. frag 3.12 tons
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#### CONFIDENTIAL

110TH LACIE AL RECOLLARS ANCE SOUL RON 71st Tactical Reconnaissance Group

1 April 1945

TO: Commending General, Far East Mir Forces (P), APO 925.
Att: AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORTS

- 91-0-7-E, So Mission No 45, 110th Tac Men So, two F-6's.
- TOT 0750-1015
- Alt 6000 ft. to minimum.
- 11 1030

  Alt 6000 ft. to minimum.

  Vi # 3 10% incomplete due to MX.

  15 individual strafing passes on north-south ridge at approximately

  17 deg 30 min N-120 deg 31 min B on direction of 3030 7, resulted in

  several grass fires at base of ridge burning well up slopes of hill.

  3 individual strafing passes on canouflaged object reported by 3030 as

  steff car off nighway just north of ridge, started a grass fire on each

  side of cer.

  Lindividual strafing passes on tin roofed house at 16 deg 30 min N-
- 1 individual strafing pass on tin roofed house at 16 deg 30 min N-1 individual straing pass on the rooted house at 10 deg 30 min E, 2 individual strafing passes on rest house with no apparent results.

  2 individual strafing passes on rest house with no apparent results.

  E. through F. Eil.

  G. Fossible small arms fire from north end of ridge at 17 deg 30 min N120 deg 31 min E, inaccurate.

  H. Verticals and obliques of motor pool area at 30 ME.

  I. Route: Mestern section of VA # 3.

  I. Route: Mestern section of VA # 3.

- Town of SABANGAN (17 deg 00 min N-120 deg 55 min E) was being destroyed by fire. North-south ridge strafed at 17 deg 30 min N-120 deg 31 min E, had many
  - nips camcuflaged positions, dugouts and fox holes. On south slope of hill 2 miles northwest of BONE were 2 large cabe mouths a third to east of these 2 mouths.
- J. CAVU.
- K. Pilots: Twiggs and Kaiser.
- 3050 X .50 cal.
- A. 91-C-6-E, Sq Mission No 46, 110th Tac Ren Sq, two F-6's. B. VR # 1. C. TO 0720 TOT 0735-1010
- TOT 0735-1010
- Alt 1000 ft. to minimum.
- VR # 1 10% incomplete due to gas shortage. through G. Wil.
- Vertical and obliques of VISITA coast line and inland area. Time of
- Obliques of installation of FUGA ISLAND.

  I. Route: VR #1 as far east as 121 deg 45 min E.

  One mile north of VISITA were 5 new mips huts without stilts, eight photo 0840.
  - trenches and five or more gun positions.
    12 or 15 civilian dressed men and women walking north at 19 deg 22 min N-121 deg 23 min E.
- Smoke as from camp fires on FUGA ISL ND from palm grove.
- J. CAVU. K. Pilots: Kreiger and Strait. L. Nil.

#### CONFIDERTIAL

- 91-C-10-B, Sq Mission No L17, 110th Tac Ren Sq, eight F-51's. Cover for B-25's to KARENKO, FURNOSA (24 deg 00 min N-121 deg 35 min E). TO 1000 TOT 1250-1340 TL 1615 Alt 10,000 ft. to minimum D. Mission completed. through F. Nil. KAREHKO A/D, FORMOSA, slight, medium, accurate but behind at 2000 ft. GARANBI, FORMOSA, slight, unknown calibre, inaccurate at 1500 ft.
- Nil. H. Route: Base direct to RX 30 miles south of FO.MOSA, up east coast to KANNIKO, return down east coast and direct to base. B-25's did excellent attack job on RAREMAO, saw about eight fires in

town and airdrome area. B-25's did excellent attack job both in strafing and bombing, every target bombed was hit.
CAVU to north tip of LUZON then scattered cumulus 3000 to 5000 ft.

Target area CAVU. Pilots: Rule, Johnso, Regan, Connors, Brattoli, Upton and Archumbeault.

91-C-9-E, Sq Mission No 48, 110th Tac Ren Sq, two P-51's.

VR # 5. TOT 1420-1615

TL 1725
Alt minimum.

D. VR # 5 70% incomplete dut to WX.

E. through F. Nil.

G. Slight, smallarms, inaccurate at minimum eltitude from bridge in town of JAGAKHAKIN.

Nil. VR # 5 as far east as 122 deg 40 min E. Coastal road bordering LAMON GULF, serviceable as fare ast as 122 deg 30 min E where weather denied further recco. At GUMACA saw three apparently serviceable railway engines on tracks in SE edge of town and concuflaged with brush on tops and sides. On separate siding were scattered single gondola cars, about eight were observed. Three were loaded with logs. At 13 deg 42 min N-121 deg 32 min E, along shore under palms observed about 4 or 5 mips buts, and eight green unifromed Nips who took cover as planes passed overhead. Nil sighting of activity or defensive installations in area of

CAL UGA and area north along N-3 section of coast. J. Central plains CAVU with scattered clouds 5000 to 8000 ft. Southeast of LASUMA DE BAY 9/10 overcast from 2000 to 10,000 ft. with ceiling in some areas to 500 ft. and with rain squalls. Visibility of one mile. On return, tropical front moving up central plain from deck to 10,000 ft. and very turbulent.

K. Pilots: Lewis, Lo igan.

91-C-8-E, Sq Mission No. 19, 110th Tac Mon Sq, two P-51's.

TOT 1110-1555 Alt 6000 ft. to minimum.

VR #5 50% incomplete due to WX.

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Mil due to broken wire.
Moute: Western part of Vk 43.
Moad blocks in area south and east of VIGAN area (17 deg 35 min M120 deg 23 min E) unchanged. Moad blocks observed unchanged as far
south as TONGLAYAN (17 deg 15 min M-121 deg 08 min E) where weather to
south denied further observation. Road blocks on road east to GGAYAN
VALLEY unchanged as far east as CALANA (17 deg 21 min M-121 deg 21 min E)
where weather denied further observation to east. Pilots observed no
indication of removal of land slides, trees and brush road blocks on
shove described areas. above described areas.

J. CAVI on west coast. Scattered clouds at 5000 ft.

9/10 with 6000 ft. ceiling over western mountains with scattered rain Squalls.
3/10 at 1,000 ft. over northern CAGAYAN VALLEY.
K. Filots: Ogle and Spencer.

#### COMPIDENTIAL

110Th TACTICAL RECORNAISSANCE STUADRON
71st Tectical Reconneissance Group
APC 70

2 pril 1945

TU: Commanding General, Far Bast Air Forces (P), AFU 925. Att: AC of S, A-2. (Through Chennels)

#### FINAL MISSION REPORTS

```
A. 92,C-10-E, 30 Mission No 50, 110th Tac Ren Sq, two F-6's.

B. Cover C-17's to northern Luzon.
C. TO 0700 TL 1015 At 6000 ft.

D. Mission completed.

E. through H. Mil.

I. Route: Followed west coast line to M. CAGAYAN VALLEY, return same.

J. En route, over land area ceiling from 2000 ft. Over coast line clear.

Rain squalls and haze in northern land areas.

K. Filots: Foregrand and Mathews.
K. Pilots: Fagerland and Mathews.
     92-C-11-E, S<sub>1</sub> Mission No 51, 110th Tac Ren S<sub>1</sub>, two F-6's. Cover for C-17 drop mission. TO 0700 TL 1120 Alt 6000 ft.
D. Mission completed.
B. through H. Nil.
I. Route: Base direct to TABACO (13 deg 22 min N-123 deg h1 min E),
return same.

J. 7/10 cumulus 3000 to 7000 ft.

K. Pilots: Deanand Koykka.
L. Wil.
A. 92-C-6-E, Sq Mission No 52, 110th Tec Ren Sq, two F-6's.

B. VR # 1.
C. TO 0730 TO 0810-1030
TL 1040 Alt minimum
 D. Mission completed.
        through G.
 H. Verticals of FUGA ISLAND trenches and defence installations. Time 1000/I.
       Route: VR # 1.
Nil sightings other than previously reported.
West coast 1/10 over sea along shore, solid on mountain areas. At target 1/10 at 3-1000 ft.
 K. Filots: Peterson and Duensing.
 A. 92-C-5-E, Sq Mission No 55, 110th Tac Ren Sq, two F-6+s.
 C. TO 0800
                             TOT 0815-0930
        TL 1000
                             Alt minimum
 D. Mission incomplete due to weather.
  E. through H. Nil.
 I. Route: VR # 3 above undercast.
```

#### CONFIDENTIAL

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J. Solid undercast on western mountains and over CARAYAN VALLAY. Weather on west coast from 5000 to 3000 ft. altitude and building up. K. Pilots: Hough and Etchison.
     Nil.
        92-C-7-E, Sq Mission No 54, 110th Tac Ren Sa, two F-6's.
A.
B. VA 5.
C. TO 0815
                              TOT 0915-1030
       TO 0815 DOT 0915-1030
TL 1130 At 12,000 ft. to minimum.

Mission 50% incomplete due to gas shortage.

through M. Mil.

Route: VR # 5 as far east as 123 deg 00 min E.

Mil sightings not previously reported.

En route overcest, top at 10,000 ft.

Recco area: Scattered areas of CAVU and low clouds on deck with

scattered rain.
         scattered rain.
K. Pilots: Sheridan and Voegoli.
L. Nil.
A. 92-C-8-E, Sq Mission No 55, 110th Tac Ren Sq, two F-6's.

B. VR # 3.
C. TO 1335 TOT 1010-1530
IL 1635 Att 1000 ft. to minimum.

D. VR #3 50% incomplete due to weather.

E. through F. Nil.

G. See "I".

B. Mil.
       Nil.
       Route: Western V. # 3.
In town of VIGAN (17 deg 35 min N-120 deg 23 min E), north part of town near river bank was cable, probably strung between two large buildings. Cable was about 100 ft. in air and very difficult to
         observe axis may be east and west. One plane narrowly missed this
         hazard.
         Wil other sightings not previo sly reported.
 J. CAVU on west coast with few scattered areas of thin clouds and haze.
        Mountain areas solid to 13,000 ft.
 K. Pilots: Almlov and Kauffman.
 L. Nil.
 A. 92-C-12-E, Sq Mission No 56, 110th Tac Ren Sq, two F-6's.
B. Cover for C-M7's to CLAVERIA.
C. TO 1300 TL 1710 Alt 5000 ft.
  D. Mission completed.
  E. through H. Nil.
 I. Koute: Followed coast line up, thence to TUAO, west to coast and base.

J. Open over coast, covered over mountains, CAGAYAN, scattered cumulus.

K. Pilots: Huber and Withee.
        Mil.
```

71st Tactical Recornaissance Group

3 April 1945

TO: Commanding General, Far Best Air Porces (P), APO 985. Att: AO of O, A-2. (Through Chennels)

FIRAL MISSION REPORT

- A. 93-0-1-5, 30 Mission No 57, 116th Tao Ren Sc, two F-6's.
- B. VR & 2.
- C. TO 0780 TOT 0800-1000 TL 1048 Alt 9000 ft. to minimum
- D. Mission completed.

  Two individual strafing passes on hip bivouse area south of AMULUSG (17 deg 50 min H-121 deg 39 min H) with no observed results due to trees.

Two individual strating passes on east bank of CAGAYAN RIVAR at Lal-LO (18 deg 27 min N-121 deg 40 min E) on eable anchor with unobserved results.

- E. through H. Mil.
- I. Route VR & 2.

  BASCARDA (16 deg 52 min N-181 deg 13 min N) saw uniformed Nip.

  Welking south on highway taking cover as planes approached.

  Also another Hip southbound at CORDON (16 deg 40 min N-121 deg
  28 min N).

At 16 deg 36 min N-121 deg 17 min 2, 300 yards southeast of road where road starts up grade, saw nips type roof 2 ft. above ground, one slit trench on east side of roof. Two communication trenches entered installation from north.

Two camouflaged vehicles previously reported in gully at 16 deg 38 min E-121 deg 21 min E have been removed.

On cost side of bridge at IPIL (16 deg 42 min M-121 deg 36 min E) saw unifromed hip taking cover.

- J. GAGATAR VALLEY: "cattered cumulus at 500 to 1500 ft. base. Solid overcast building up in mountains south and southwest of GAGATAR VALLEY.
- K. Pilots: Upton and Connors.
- L. X .50 cal.

110TH PACTICAL RECOFFAISSANCE S VADRON 71st Tactical Reconnaissance Group . PO 70

3 /pril 1945

TO: Commending Caneral, Fer East Air Forces (2), APO 985. Att: AS of 8, A-2. (Through Channels)

FINAL MISSION REPORT

- A. 93-6-8-8, Eq Mission No 58, 110th Tec Ron Sq, two F-6's.
- B. VR # 5.
- TOT 0810-0925 TO 0725 Alt 10,000 ft. to minimum. TL 1010
- D. Mission incomplete due to WK.
- E. through G. Hil.
- H. Eil.
- 1. Pil.
- J. Teather:

"slid oversest from deck to 15,000 ft. Southeest of line running Northeest from MASUGLEN.

Central plains overcast 8900 to 7000 ft. to northern section.

- K. Pilots: Brattoli and Ogle.
- L. Fil.

# 110TH TASTICAL RECORDS ASSESSED BUSDROK 71st Tastical Reconneissance Group

3 April 1945

TO: Commanding General, Far Rest Air Force (P), APO 925. Att: AC of S, A-2. (Through Channels)

#### FIRAL WISSION REPORT

- A. 93-0-2-E, Sq Mission No 59, 110th Tao Ren Sq, two F-6's.
- B. VR # 4.
- G. TO 0800 TOT 0845-1000 TL 1100 Alt minimum
- D. VA # 4, 70% incomplete due to MX.
- M. through f. Nil.
- G. INO DAM and area to west, light, intense, inaccurate at 1000 ft.
- H. Obliques of bridges at 13 deg 56 min N-121 deg 1 min N and at 13 deg 50 min N-121 deg 26 min N. Time 1100/I.
- I. Route: YR # 4, DIRGALAN BAY, IFO DAM, TAYABAS BAY and return. IFO DAM area (14 deg 5% min N-121 deg 09 min E), 1500 yards down river new six uniformed hips in huddle near mouth of cave where they took cover and pulled lattice covering on cave mouth.

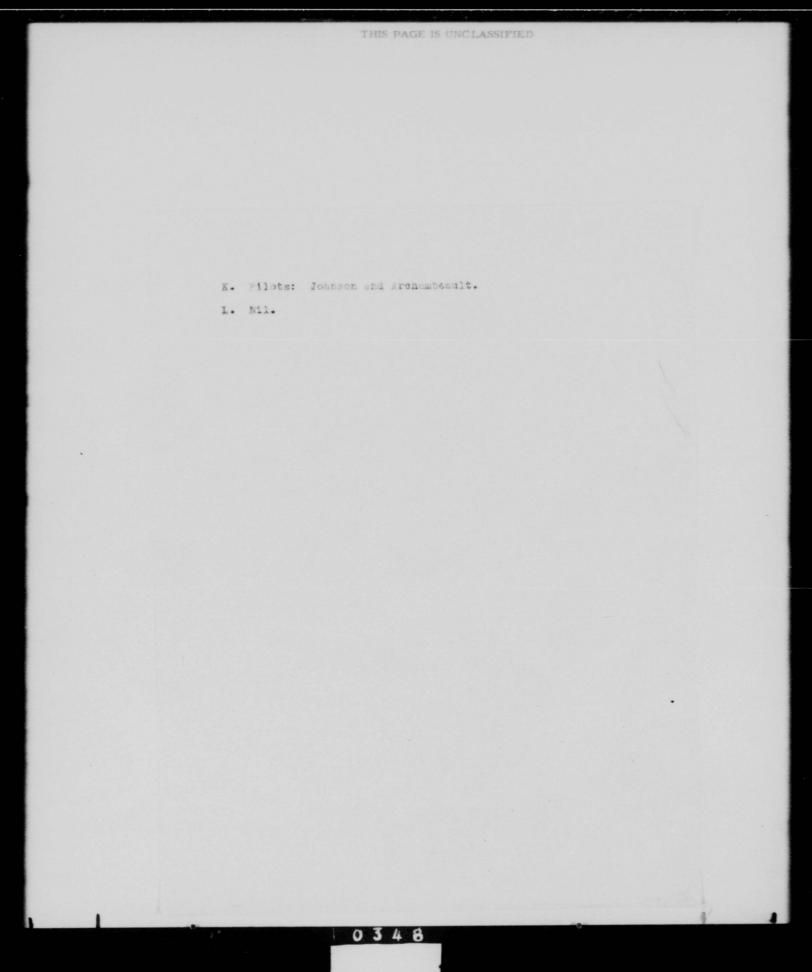
Estimated 50 or more occupied gun employements, probable heavy M/G size, most with covering over them between Dam and cave above. Sited to command all approaches. Many more unoccupied.

On one lateral road to south from river road in this area sew 5 stacks of boxes 15 X 16 ft., 8 ft. high. Box sixe was about 3 X  $1\frac{1}{6}$  X  $1\frac{1}{6}$ . Covered with light colored carvess. Probable losstion 1750 yards west of IPC DAM.

One serviceable van type truck parked feeing west on E-W lateral road 400 yards west of ANGAT SIVER near cave reported above. There were 8 or more nips rooftype installations running out from hill side. Largest was 15 X 35 ft., others smaller. Pilots believed this might be possible bivouse area. (Could not contact ground stations. He photos taken due to anti-aircraft fire)

J. Solid overcast over eastern mountains deck to 6000 ft.

IPO area had ceiling at 3000 ft. locally. Light overcast at 3000 ft. ceiling south of LAGUNA DE MAY with haze.



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71st Tactical Reconnaissance Group

3 april 1945

TO: Commanding General, Far East Air Forces (P), APO 926. Att: AC of S, A-2. (Through Channels)

MINAL MISSION REPORT

- A. 93-G-6-E, SQ Mission No 60, 110th Tas Ren SQ, two F-6's.
- B. VR / 3.
- G. TO 0845 TOT 0900-1015
  Th 1100 Alt 8000 ft. to minimum.
- D. VR # 3 30% incomplete due to WX.
  One individual strafing pass on hips covered object on road in
  BORTOC area with results unobserved due to terrain.
- Z. through H. Hil.
- I. Route: VR # 3.

  Along road south of BONTOC (17 dag 06 min H-120 dag 56 min E),
  saw about 15 scattered hips walking south towards BAGGIO, took
  cover as planes approached. Terrain did not permit strafing.

In BORTOO area, sighted 6x6 ft. square nips covered installation on road with Rips taking cover under it.

J. 3/10 covered base at abuntain tops over mountain areas.
BACCHO section closed by WK.

West coast CAVU.

- E. Filots; Rule and Spencer.
- L. X .50 cal.

THIS PAGE IS UNCLASSIFIED 71st faculcal deconnaissance Group 4 April 1945 TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels) FINAL MISSION REPORTS A. 94-C-10-E, Sq Mission No 61, 110th Tac Ren Sq, two F-40's.

B. Special resco of MARTHLIAN to east.

C. TO 1330
TOT --TI 1500
Alt 9000 ft. to minimum

D. Mission incomplete due to NX.

E. through I. Nil.

J. Mountains layered 10/10 from deck to over 10,000 ft.
Central velley scattered slouds to 9000 ft. above that 10/10.

K. Pilots: Hough and Snyder.

L. Nil. 01-0-9-E, Sq Mission No 62, 110th Tac Ron Sq, twelve F-6's. H. Fighter sweep to MOJGKONG. C. TO 1000 TOT 1245-1315 TL 1545 Alt 17,000 to 9000 ft. D. Mission completed.
E. through M. Mil.
I. Route: Direct.
Heavy black smoke to 10,000 ft. from large fire in CAUSMAY BAY, MONGKONG MARSON from E-21 bombing.
J. WX CAVU, few scattered rain squalls.
K. Nil.
L. Nil.

R COM AISTA CH SQUADR N

5 Aril 1945

TO: Commanding General, Far East Air Forces (P), APO 925.
Att: AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORTS

- 95-C-6-E, Sq Mission No 63, 110th Tac Ken Sq, two F-10's.

Alt 12,000 ft. to minimum.

- Mission incomplete due to weather. through I. Wil.
- Over northern mountains .10 up to 12,000 ft. West coastal area open, scattered at 3500 ft.
- K. Pilots: Turner, Ford.
- Wil. L
- 95-C-3-E, Sq Mission No 64, 110th Tac Ren Sq, two F-6's. A
- TOT 1/20-1700
- IL 1720
  Alt 15,000 ft. to minimum.

  VN # 3 10% incomplete due to shortage of gas.

  4 individuel strafing passes on single engine fighter on GARIT MORTE
  (16 deg 40 min M-121 deg 40 min E) resulted in shooting off campy and
  tearing hole in side of plane. No fires resulted but concentration of hits
  made on plane believed to have destroyed it.

  4 individual strafing passes on Jap truck east of east end of GARIT MORTE

STAIP resulted in destruction by fire.

I individual strafing passes on two gas trucks in revenuent RE of east end of runway resulted in concentration of hits but no lires obtained. l individual strating pass on two radial engines on small stand SE of above trucks resulted in hits with undetermined results.

2 individual straing passes on camouflaged Jap truck one mile south of LAL-LO (18 deg 12 min N-121 deg 10 min E) resulted in blue smoke. 2 individual strafing passes on 6 barges in CAGAYAN RIVER just west of

truck above with mil observed results. 4 individual strafing passes on Nip bivouac area in coconut grove

21:00 yards north of LAL-LO with unobserved results.

through H. Mil.
Route: VR # 3 north to 18 deg 10 min N.
GARIT MORTE (16 deg 10 min N-121 deg 10 min E) observed Jap single engine
fighter well camouflaged under trees and with green branches stacked against
it to rescable clump of brush, located about a mile north of west end of
strip, believed to be serviceable. In woods on east of east end of strip was Jap truck, weepons carrier type. Two well comouflaged gasoline trucks in revetments rtheast of east end of runway. In small clearing 20 yards SE of gas trucks were 2 radial engines on low wooden platform. Engines seemed new.

25 yards west of gas trucks in edge of trees observed cylindrical object about 9 inches in diameter, 3 ft. long, shining silver in color as through nickel plated.

Recco for trail to east coast from NAMUILIAN but did not locate reported trail due to heavy growth of trees.

All destroyed bridges on highway #5 have for ds beside them, except for bridge 3 mile south of GATTAKAN (18 deg 05 min N-121 deg 38 min E). On highway #5 about one mile south of LAL-LO (18 deg 12 min N-121 deg 10 min E) was two ton truck, canoufl ged and hidden in trees off road. In 5 small coves on east side of CAGANAN RIVEN just west of above truck were o barges about 20 % oft., well camouflaged with branches but revealing shape of stacked square boxes or crates beneath. In eccount grove 30 yards east of highway \$5 2500 yards north of LAL-LO is concentration of fox holes, tin covered trenches and caves. Saw five uniformed Nips funning for slit trenches to east of eccount grove.
J. 9/10 to 10/10 over cast from 1,000 to 13,000 ft. in CAGAYAN VALLEY and northern mountains.
K. Filots: Strait and Crawford. 2450 X .50 cal.

95-0-4-5, Sq Mission No 65, 110th Tac Ren Sq, two F-6's. VR # 5.
TO 1315
TOT 1550-1515 10. 1550-1515 Alt 7000 ft. to mirroum. The 1949 Att 7000 ft. to minimum.

Mission 75% incomplete due to weather.

S. through M. Mil.

I. Noute: VN # 5.

For 5 miles west of LUCSIA (13 deg 56 min N-121 deg 36 min E), along road and railway parallel to it, estimated 150 to200 men, women and children walking west. Carried no bundles or loads, had no ox-carts or wagens. On road at 15 deg 42 min M-122 deg 30 min E, saw eamouflaged truck, parked parallel beside road facing west. Serviceability undetermined. En route: Scattered at 4000 ft. over contral plains, increasing to 8 in south. Clear over LAGUAA DE BAY.
TAYADAS BAY area to LEGAST, 1500 ft. ceiling with scattered rain squalls.
CATANIES ORE and castern CAMARIES SUR, from deck to 5000 ft. with haze and rain. K. Pilots: Marmond and Matthews. L. Mil.

95-C-8-E, Sq Mission No 65, 110th Tac Ren 3g, two F-6's.

B. VR 4. C. 10 1345 14 1645

The 1815 At 7000 ft. to minimum.

Mission 60% incomplete due to WK.

On direction of ARCUS made 4 individual strafing passes on Mip CP and troops concentration 16000 yerds north of 14 deg 25 min N-121 deg 22 min E. through N. Mil.

Va sh safer seven

E. through H. Hil.

I. VA # 4 asfar south as 14 deg 20 min N.
At request of ARGUS record and reported east coast and I FANTA ARGA
for surface craft. 20 ft. from mouth of river northwest of Clipper Rock

(1h deg 27 min H-121 eg ho min 2), was netive type seilboat about 20 ft. long on beach. A second such beat was 50 yards up stream and pulled up on mud bank. At 1h deg ho min H-121 deg 19 min E on east slope of ridge near bottom were h canouflaged installations 5 by h ft., feeing north. General a rea well traversed by trails and reads, all seem to be heavily only accord, was a endr ecently used.

bomb crater over entire road at 11 deg 13 min M-121 deg 38 min E, had not been repaired and did not observe sign of detouring.

2.10 overcast ceiling at 1,000 ft. with scattered rain squalls throughout the 1 in 1.

- VR m h. Pilots: Kaiser and Koykka. 900 X .50 cml.
- 95-0-1-E, Sq Mission No 67, 110th Tac Ron S-, two F-6's.
- TOT 11:00-1610
- 1650 TL Alt 3000 ft. to minimum.
  Mission 10% incomplete due to M.
  8 individual strating passes on direction of MERMEN 1, on ridge t
  17 deg 32 min N-120 deg 28 min 2, with results unobserved due to under-
- brush.

  1. Hrough H. Mil.

  1. Route: VR # 1.

  FUGA ISLAID, fromt renches to waters edge at 18 deg 53 min N-121 deg 18 min E, wastr il showing heavy usage.

  Town of FUSO has been destroyed by fire.

  DALUFIRI ISL ND, town of VISITA (19 deg 0) min N-121 deg 15 min E) has been destroyed by fire.

  J. West coast: CANU on return. North of LUZON, western BABUYAN ISLANDS 8/10 at 2000 ft., eastern BABUYAN ISLANDS covered by front.

  K. Pilots: Twiggs and Boardman.

  L. 2300 X.50 cal.

71st Tactical Recognissance Group
APO 70

11 April 1945

TO: Commending General, Far Seat Air Forces (F), APO 925. Att: AC of S, A-2. (Through Channels)

FIRAL MINION HEPORT

- A. 101-G-1-E, SQ Mission No S6, 110th Tao Ron Sq, 71st Tec Ron Gp, 11 April 1945, two F-6's.
- B. VR / 1.
- 0. 70 0605 TOT 0820-1015 TL 1035 Alt minimum
- D. Mission 25% incomplete due to MK.
  5 individual strafing passes on camouflaged barge at 18 deg
  07 min N-121 deg 10 min E, obtained smoke but no fire at
  time planes left.

2 individual strafing passes on canonflaged stack of supplies on river bank adjacent to above boot, with no observed results.

- E. through H. Nil.
- I. Route: VR #1 as far north as 18 deg 45 mir N return via GAGAYAN VALLEY.

  In sweep area on west side of CAGAYAN REVER EN of APARKI 18 deg 22 min N-121 deg 38 min R were four 4 X 20 ft. boats loaded with U/I objects and five men on each boat. No panels, so freiedly waving as they paddled NW into sweeps.

On CAGAYAR HIVER at 18 deg 07 min H-121 deg 10 min E was 4 K 12 ft. barge camouflaged and tied against east bank of river. Along bank of river was canouflaged stack 3 ft. wide, 40 ft. long and 3 ft. high.

single span steel bridge at 10 deg 11 min N-121 deg 39 min E previously demaged had wooden planks laid across beams to form flooring serviceable for vehicular traffic.

- J. W. West coast CAVU. North of Luzon from deek to 18,000 ft. was large east-west front. Choayan Valley CAVU with overeast at 40,000 ft.
- K. Twiggs and Grawford.
- L. 1700 X .50 cal.

110TH TAGTICAL RECORMAISSANCE B JADRON 71st Teetical Reconneissance Group APO 70

11 April

TO: Commonding General, Far East Air Forces (F), APO 925. Att: AC of S, A-2. (Through Channels)

FIRM MISSION REPORT

- A. 101-G-10-K, Eq Mission No 87, 110th Tac Ron Cq, 71st Tac Ren Cp, 11 April 1944, two F-40's.
- B. Essort E-25 Photo Mission.
- G. TO 1310

T1 1320

D. through L. Hil.

Massion incomplete due to runaway prop.

Lonigan and Upton, Pilots.

#### CONFIDENTIAL

110TH TAUTICAL RECORNAISSANCE SQUADRON 71st Tactical Reconnaissance Group APO 70

11 April 1945

TO: Commending General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORT

- A. 101-0-7-E.

  Sq Mission No. 88, 11 April 1945, 110th Tac Ren Sq, 71st
  Tac Ren Gpj eleven F-6's.
- B. Bomb and strafe MADDUPPAPAN (18 deg 05 min N-121 deg 45 min E).
- C. TO 1330/I. TOT 1430-1845/I. TL 1615/I. Alt. 7000 ft. to min. One SNAFU with engine trouble at 1535/I. Two SNAFU after bombing, engine trouble, landed at 1530/I.
- D. Mission completed.

Bivouse area North of CUMAO (18 deg 05 min N--181 deg 45 min E): 20 bombs feil in target area and 5 individual strafing passes with nil observed results due to tree cover.

hade 14 individual strafing passes on town of CUMAO resulting in 6 buildings burning with orange flame and black smoke to 4000 ft., and grass fire in meadow and woods to NW of town.

GARIT MORTE A/D (16 deg 40 min N--121 deg 40 min E):

7 individual strafing passes on wooded area where
personnel seen to move with results unobserved due to trees.

8 individual strafing passes on S/E fighter, believed to be
a JACK of unknown serviceability, in clump of trees west of
center of strip resulted in small column of anoke from plane.

7 individual strafing passes on buildings on NE section of
strip resulted in destroying both by fire. 2 individual
strafing passes on reported bivounce area next to river with
results unobserved due to trees. 3 individual strafing
passes on camouflaged U/I plane in woods East of center of
runway, well hit but obtained no fire or smoke.

- E. thru G. Nil.
- H. Yes. Obliques and verticals of GUMAO (18 deg 93 min N121 deg 45 min E) at 1445/I, and verticals and obliques of
  GARIT NORTE (16 deg 40 min N-121 deg 40 min E) at 1545/I.

  3 0 E F I D E E T I A L
   1 -

0 3 5 6

### CONFIDENTIAL

Mission No. 101-6-7-E. (Continued) 110th fac Ron Sq.

- I. Route: Direct to target, return South to head of CAGAYAN VALLEY, thence to Base.
- J. 8/10 cumulus from 7000 ft. to 15,000 ft. over mountains. CAGAYAN VALLEY, scattered cumulus at 5000 ft.
- K. Pilots: Johnson, Kreiger, Lewis, Strait, Rule, Johnson, Brattoli, Archambeault, Sheridan, Duensing, Kaufmann.

One plane developed engine trouble on take off and jettisoned two bombs safe in LINGAYER GULF.

One plane blown over by gusty cross wind after landing. Pilot lat Lt. HARMY JOHNSON, conscious but with head injury, has been hospitalized.

L. 20 X 500 lb. inst. demo bombs dropped on target.
2 X 500 lb. inst. demo bombs jettisened safe in LINGAYEN BAY.
11,200 X .50 cel.

CONFIDENTIAL

# CORFIDSBILAL

71st Tastical Recommensance Group
APO 70

12 April 1945

To: Commanding Comeral, For East Ar Forces (P), 400 92%. Atts AC of S, 5-2. (Through Channels)

#### PINAL MISSION REPORT

- 2. 102-6-8-8, an Mission to 89, 110th Tac Ren an, 71st Tec Ron and 12 foril 1756, eight F-6's.
- B. Bomb TORRECERAD ERIDGE 17 dog 37 min 8-121 dog 13 min E.
- 0. 20 0030 207 0715-0945 71 1030 At 6000 ft. to minimum.
- 8. Mission completed. Bombing results excellent with 14 bombs within 90 ft. of target. The bombs hit on edge of bridge at morth shore rendering bridge unserviceable for vehicular traffic. Two bombs within ten feet of bridge on 34 and believed to have damaged it. Other bombs not observed to have damaged structure.

17 individual strafing passes on western edge of TUGUES/RAO TORN resulted in one large fire with red flame and black whoke to 200 ft.

- S. through S. M1.
- I. Soute: Base to 700080 RAD and return.

At north edge of bridge & mile east of bridge and in area one mile west are sig mag tremches, installations, etc. Open positions were unscenpied.

- J. 7/10 covered from nountains to 9000 ft. En route were areas of CAVU.
  Thin overcast at 2000, 7000 and 9000 ft. over target.
- K. Koland, Ford, Turner, Keykka, Dean, Harmond, Fagorland, Hatthews.
- L. 16 X 500 inst. bombs.

5700 X .50 cal.

COMPIDENTIAL

71st Tactical Recommandance Group APO. 70

12 pril 1945

10: Consomnting Comoral, For East Air Forces (F), 170 925.

FIRE MI .. ION REPORT

- 2. 102-6-5-5. Sq Mission No. 90, 12 Spril 1955, 110th Teo Ren Ng, 71st Teo Non Op, 120 F-5's.
- C. 20 1715/1. 201 19:5/1-19:5/1. % 1615/1. Altitude minimus.
- D. Mission 20 % incomplete due to weather.
- E. thru G. Sil.
- H. 141.
- I. Ro ber VR 35.

At 16 deg \$5 min 8-120 deg ho win 3 against upper road embanament was computaged vehicle facing Sorth. U/I vehicle pilot believed may be half-track.

- J. 6/10 cumulus from 2000 to 11,000 ft. over Mestern mountains in Morth LUZOS. Hest coast, sastbered ownlies.
- E. Pilotas Suber, Stehlson.
- L. Mi.

COMPIDENTIAL

#### CORPIDENTIAL

71st Tactical Recorded Same Group
APC 70

12 april 1945

To: Commanding General, For East Mr Forces (P), \$60 925.

#### FINAL MISSION SEPORT

- A. 102-C-1-E.
  Sq Hission No. 91, 12 April 1945, 110th Tac Ron Sq. 71st Tac Ron Op,
  two F-6's.
- B. WR 11.
- c. TO 1340/1. TOT 1400-1630/1. TL 1710/1. Attitude 1000 ft. to minimum.
- D. Mission completed.
- E, thru G. Hil.
- H. Tes, verticals of installations on DALWFRI INLAND (19 deg Oh min B-121 deg 13 min B) at 1500/I, and of recervoir at 17 deg 10 min B-121 deg 16 min E at 1615/I.
- I. Moute: Vi /1.

At SORGHGAH (18 deg 51 min H-121 deg 2h min E) saw twelve Filipine dressed individuals in yerds. Bid not wave and did not take cover.

M1 other sightings not previously reported.

- J. West coast: CAW. BABUYAN I LANDS: 8/10 cumulus and haze, 1000 ft.
- E. Pilots: Akalov, Voegeli.
- L. Mil.

CONFIDENTIAL

### CONFIDENTIAL

71st Tactical Recommaissance Group
APO 70

12 April 1945

To: Commanding General, Far East Air Forces (F), APO 925. Att: AG of S, A-2. (Through Chemnels)

### FINAL MISSION SEPONT

- 102-0-3-2. Sq Mission No. 92, 12 April 1945, 110th Tax Ron Sq, 71st Tax Ron Sp, two F-6's.
- WB /2.
- Take off 1110/1. TOT 1435/1. TL 1610/1. Altitude 2000 ft. to min.
- Mission incomplete due to mechanical trouble.
- E. thru J. Hil.
- E. Pilots: Hough, Smyder. Coolant shutter developed trouble so returned to base. Lending delayed due to crash on strip.
- L. 181.

# 110TH PACTICAL RECORDANCE SAVALESS 71 of Tactical Sourmand sames Group A 70

12 pril 1945

TO: Command to Coneral, Par East Mr Foress (F), APO 925.
Att: AD of , 1-2. (Through Channels)

#### FIRM, HIS LOE REPORT

- A. 102-0-13-5, 50 Mission So 93, 119th Tac Ross Sq. 71st Tac Son Sp. 12 spril 1765, two F-6's.
- B. Photo mission to M. F. Sill I Laston.
- 107 11:55-151:5 At 1900 to 200 ft. c. 10 11/25 TL 1615
- D. Bissien completed.
- a. through G. Sil.
- H. You. Ferticula and obliques of al Falls (14 deg 18 min H-120 deg 36 min H) and verticule and obliques of CARABAO (14 deg 16 min H-120 deg 36 min H) at 1500/L.
- L. Route: Birect.
- J. Central Valley CAYO.

Target area - CAFU with some hegs.

- K. Meiser and Granford.
- L. H1.

#### GOSFIDERTIAL

71st Tactical Recommendance Group

12 pril 196

10: Commenting General, For East Mr Porces (F), 200 925.
Att: 20 of 5, 2-2. (Through Chemnels)

FIGAL MIN TON REPORT

- 2. 102-0-11-6, q Mission No 96, 110th Tac Ren Sq. 71st Tac Sen Sp. 12 Spril 1945, two F-6's.
- B. Photo IFO DAM area.
- 0. 70 1130 107 1500-1530 EL 1600 Alt 2000 ft. to 500 ft.
- D. Mission completed.
- Me through G. M1.
- S. Ies. Obliques and verticals of Mip installations at DO DAM (14 deg 53 min 3-121 deg 00 min B) at 1500/1.
- L. Soute: Direct. Hep reference heet 359-IV 1-50,000.

At 895.0-1797.8 on top of hill was comouflaged installation 16 by 20 ft.

On ridge tops at 877.0-1796.7 to 878.5-1796.5 to 898.5-1797.6 were series of fex holes located on the western edge of ridge tops.

Point emclosed by ADST RIVER BLANK 899.8-1800.0 has grass fire burning on east side and on ST side as well as south of ABGAT RIVER. Wind behind flames may have entire area.

at 900.1-1801.3 in small lateral draw was such foot track sign. Pilote believed it may be used as night bivouss area due to its tree sever and protection from entillery fire afforded by steep sides of draw.

J. Central Velley - GAVO with slight hese.

Target area - CAYU.

- E. Wiggs and Soardann.
- L. 1911.

COMPIDSATIAL

#### CORFIDERTIAL

110TH TACTICAL RECORDAISSANCE QUADRON 71st Tactical Recommunissance Group APO 70

12 April 1945

To: Generaling General, Fer East Mir Forces (P), APO 925. Att: AS of S, A-2. (Through Channels)

#### FIRM MISSION SEPORT

- A. 102-G-11-E.
  Sq Mission No. 95, 12 April 1945, 110th Tee Ren Sq. 71st Tee Ren Sp, five P-40's.
- B. Pighter oweep CASATAN VALLEY.
- TO 1515/L. TOT 1550-1710/L. TL 1730/L. Altitude minimum.
   One SHAFF, mechanical trouble, landed at 1520/L.
- D. Massion completed.
- E. thru E. M1.
- I. Houte: Base direct to CASAYAN VALLEY and return.

GARIT MORTE (16 deg 40 min H-121 deg 40 min E) strip appears serviceable.

ANGADAMAN A/D (16 deg 45 min H-121 deg 45 min E) strip appeared serviceable.

On West bank of river about 10 yards from water at 16 deg 47 min Note 121 deg 46 min N was comouflaged rectangular object 20 % 6 ft. flush with ground, partially consealed by trees.

Town of SANTIAGO (16 deg 1/2 min B-1/21 deg 33 min B) had 13 or more large fires burning.

Town of CABAGA: (17 deg 26 min H-121 deg 46 min B) was on fire.

- d. CABATAN VALLET: Scattered clouds around 5000 ft.
- K. Pilots: Moland, Turner, Upton, Lawson, Conners.
- L. R11.

COMPIDERTIAL

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# COMPIDENTIAL

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Tactical Recommaissance Group

12 April 1945

To: Commanding General, Far East Air Forces (P), 4P0 925. Att: AC of S, 4-2. (Through Chamels)

#### FINAL MISSION REPORT

- 4. 102-C-12-E. Sq Mission No. 96, 12 April 1945, 110th Teo Sen Sq. 71st Teo Sen Op, oight F-6's.
- B. Fighter sweep of CADAYAN VALLEY.
- c. 20 1700/1. TOT 1745-1815/1. TL 1930/1. Altitude 10,000 ft. to minimus.
- D. Mission completed.

5 individual strafing passes on U/S aircraft parked on strip. Only results were three grass fires.

at MARI.

- 2, thru H. M1.
- I. Routes Base direct to CADAYAN VALLEY and return.

Air Strip at APPARI (18 deg 22 min 3-121 deg 38 min 3), strip was erstered but possibly a section of North part of strip in midsection suitable for Jap aircraft. Hil serviceable aircraft observed.

FUGUREARM STRIP North of town (17 deg 37 min B-121 deg lik min B)

SM-SE running seems to be well cratered and doubtful if planes could use
it. Short cross running believed serviceable. Strip West of town appeared

In area from CORDON (16 deg 10 min H-120 deg 28 min B) to TOMADIBI (17 deg 16 min H-121 deg 19 min B) observed five or six unidentified villages with buildings afire.

- J. Western mountains in Sorth LUZON covered by thunderheads from mountain top to 18,000 ft. GAGAYAN VALLEY: 6/10 cumulus and cumulo nimbus to fast and Nest, tops 8000 to 12,000 ft. Pive mile visibility in valley
- E. Pilote: Archulete, Ereiger, Regen, Archembesult, Peterson, Strait, Pritts, Esuffian,
- L. 1550 X .50 cal.

CONFIDENTIAL

#### CONFIDENTIAL

71st Tactical Reconnects and Group
#PO 70

13 April 1945

TO: Commanding General, Far Bast Mir Forces (F), AFO 925.
Att: AC of S, A-2. (Through Channels)

#### FIRAL MISSION REPORT

- A. 103-C-1-E. Sq Mission No. 97, 13 April 1945, 110th Tao Son Sq. 71st Tao Son Sp, 12 F-6's.
- B. Bomb and strafe 75850 (16 deg 17 min 3-120 deg 14 min 3). Secondary: 300.VEC (17 deg 27 min 3-120 deg 27 min 3). Last Resort: TUGUNCARAO TOSE (17 deg 37 min 3-121 deg 14 min 3).
- c. TO OBLIST. TOT 1030-1100/1. Th 1145/1. Altitude 6000 ft. to 1500 ft.
- D. Unable to attack primary target due to radio communication channels being jamed by other air and ground communications in area. Secondary target—could not get EEPHEN I so bended FOURSERAD TOWN (17 7/12-12) 14/12).

24 bombs in 30 section of town as suggested by NOT POT and 6 individual strafing passes with no fires or smoke observed.

- E. thru H. Hl.
- L. Route: Base to TABRO to SOLVEC to TUDORIARAD. Return direct.

Observed two two-engine planes beabing LANA (17 deg 35 min 3-121 deg hi min E) and heard ROTSPOT trying to stop attack. Flight lost sight of these two planes.

- J. Mountains had .8 camulus clouds based at 1,500 ft., tops 8000 to 11,000 ft.

  West coast: Thin layer of stratus at 6000 ft.

  CAMANAN VALLEY: .4 layer cumulus and stratus from 1500 to 7000 ft.
- K. Pilote: Fagerland, Spenoar, Oglo, Johnson, McMeill, Lewis, Manuma, Bratboli, Johnsboault, Opton, Commors, O'Meill.
- L. 24 X 260 lb. freg. bombs 1290 X .90 cal.

COMPIDENTIAL

#### CORPIDENTIAL

110TH TACTICAL RECOMMENDED AND TRANSCE TO TRANSCE TO THE TRANSCE TO TO THE TRANSCE TO THE TRANSC

13 april 1945

No: Commenting Conserol, For East Mir Forces (P), NPO 925.
Mtt: N of S, A-2. (Enrough Channels)

FIRST BIS TOR REPORT

- A. 103-6-10-8, og Mission No 96, 110th Tao Hem og, 71st Tac Hem Op, two F-6's, 13 April 1945.
- B. Photo IPO DAM grea.
- 0. TO 1 10 TOT 1335-1350 TL 1425 At 1500 ft.

SHAFU at LECHORS STRIP at 1105.

D. Mission oppleted.

Two individual strafing passes on permission of Star Undals on truck near 170 par resulted in concentration of hits destroying vehicle but no fire.

- E. through G. Mil.
- H. Tes. Obliques of ridge porth of 170 Dis. Time 1310 1781.
- I. Routes Bese direct to IPO to CLARE FIRE to COATES.
- J. Central plains 6/10 6000 ft. bese and here limiting visibility to 5 miles.

  IPO area, few scattered clouds and no hase.
- K. Teiges and Crawford.

Plight leader made successful energency landing at LECHORS STRIP due to make from fuscinge in reor of cockpit. No further information available at this time.

L. X .50 cal.

CONFIDERTIAL

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## COBFIDESTIAL

71ot Tactical Recommaissance of up

13 April 1945

10: Commanding Conoral, Far Sast Air Porces (F), APC 925. Att: AC of 1, 4-2. (Through Channels)

ANDREAST TO FINAL BISSION REPORT

- A. 103-0-10-8, Sq Mission We 98, 110th Tac Hem Sq. 71st Tac Hom Sp, 13 April 1969, two K-6's.
- B. Special Photo of IPO AREA.
- C. TO LEGHORN at 1630

TL 00 THE at 1700

- D. through J. Mil change.
- E. Plane made averangency landing at LEGIORN since radio was burning. Fire secured and returned to base without mishep.
- L. Mil.

### GONFIDERTIAL

71st Faction! Hocommansance Group

13 April 1945

10: Commending Comerci, For East Air Forces (F), APO 925.

FIRS MISSION REPORT

- 103-4-1-5, Sq Mission No 100, 110th Tee San Sq, 71st Tac Son Sp, 13 spril 1945, two F-6's.
- B. VE / 1.
- C. 20 1515 71 1615

704 1330-1530 At. minimes.

- D. Mission completed.
- i. through H. Ml.
- I. Soute: VR # 1, return direct.

on CALANA ILLEO at 19 deg 22 min 3-121 deg 25 min 3 about 25 Mipa huts in this area and while not new the construction apprears recent. In door of one hut was individual dressed in high leather boots and tan trousers. Also saw two U/I individuals hiding under trous

At 19 deg 23 min B-121 deg 25 min & about 200 yards from shore was roofed two mided nips construction 10 X 10 ft., about i ft. high. Open emis about it covered excevation of unknown depth and occupancy. Foot trail from installation to beach.

J. Rest coests CAVU.

North of 1920% 5/10 oussiles based between 500 and 1000 ft. with seathered rein.

Seatorn mountainer 9/10 cumulus 10,000 to 14,000 ft. top.

- K. Shoridan and Vosgeli, Pilote.
- L. Bil.

COMPIDERTIAL

### COMPIDENTIAL

110TH TACTICAL RECOGNATIONANCE STRAIGHT 71st Tactical Recognaissance Group 20 70

13 April 1945

TO: Commanding Concrel, For Best Mr Forces (P), 20 925.

VINE MISTION REPORT

- is 103-0-3-5, Sq Mission No 101, 110th Tao Ron Sq, 71st Teo Ron Sp, two F-5's.
- B. VR # 3.
- C. TO 11:00 FOT 11:30-1615
  EL 1700 Alt 5000 ft. to minimum
- D. Mission inemplete due to Wi.
  Four individual strafing passes on mips shadks and large cave in outskirts of SATA 2008 (18 deg 09 min N-121 deg 190 min S) obtained light column of gray make from cave. Smoke continuing when planes returned 30 minutes later.

Four individual strafing passes on dug-in installation on top of small hill at 18 deg 19 min 3-121 deg 10 min 2 with unobserved results.

Pour individual strating passes on sips buts in bivouse area south of PATTAO (18 deg 19 min E-121 deg 19 min E) with results unobserved.

- L. through G. Hil.
- H. Tes, obliques of cares in hills east of GATTHAM (18 deg 04 min H-121 deg 30 min H). Time 1515 Item.
  Oblique of track sign and positions south of FATTAM (18 deg 15 min H121 deg 40 min H). Time 1545 Item.
- L. Route: VR # 3 themes CAMATAR VELLEY as far north as ATARL.

Hills issociately east of BATLERS (18 deg 04 min 3-121 deg 36 min 5) hed mony caves dug into hillsides. (Photood)

Vicinity of Passara (18 deg 19 min E-121 deg h5 min E) were eight stacks of 8 ft. logs, stocked as "stacked arms". Eight stacks irregularly spend over 200 ft. of beach. Could have possibly been for signal fires.

- J. MX Costern normatine .10 cumulus from deck to 16,000 ft. CAGAYAN VALUEY - clear in central section but hamy. Northern valley, thin .5 layer at 1000 ft.
- K. Almlov and Kreiger.
- L. 750 X .50 col.

### CONFIDENTIAL

71st Tactical Secondaissance Group

14 April 1945

To: Commanding General, Far Sast Mr Forces (F), AFO 925.
Att: AD of S, A-2. (Through Chambels)

FIRE MISSION REPORT

- A. 10h-G-3-E.
  Sq Mission No. 102, 14 April 1965, 110th Tan Jan Sq. 71st Ten Son Sp.
  two F-6's.
- B. VR 5.
- C. TO 0725/1. TOT 0800-0945/1. IL 1010/1. Altitude 2000 ft. to minimum.
- U. Mission 35% incomplete due to gas shortege.
- E. thru F. Mi.
- 6. 30 yards MM of IMPANTA (14 deg ha min H-121 deg ha min H) as planes more circling at 300 ft., about 75 yards shead of planes was large explosion with black smoke to 300 ft. Explosion had originated in pain grove and pilots ame 2 ft. disaster hale about 6-12 inches deep. Was not erater as sides were straight and not come shape. He branches on trees camaged.
- H. M1.
- I. Route: VR 15 as far East as 123 deg 10 min S.

At SHOUNDAY A/O (the dog CS min N--122 deg 58)min E) saw five civilian mon waving from conter of runway. Strip is serviceable. On North and of runway was pit in ft. square, 6 ft. deep, had four large timbers stack in each corner of pit extending about 5 ft. above larel of field.

Large or iceable one ty barge 15 X 25 ft., compartmentalized, tied to dock at 14 deg 16 min M-122 deg 45 min E.

Bridge scress strage West of above dock and on FAREAR read is being repaired. Five or six U/I men working as planes recoo'd area. About eight feet of center section yet to be repaired.

At 1h deg 15 min H--122 deg 55 min 2 were one long sipa-type building with two adjacent meller once, all built flush on ground without stilts. 8 or 10 men dressed in shorts standing by buildings did not wave and did not take cover as planes recor'd area.

Town of PARALE (1) deg 17 min 3-122 deg 17 min 3) did not see any personnel but town gave appearance of much useage. Roads appeared well used and notwork of vehicular track sign over emire area.

- J. Central plainer Visibility of 5 miles due to have at 5000 ft. Area Rast of Labora DE BAY: Bright hase with visibility over 10 miles.
- E. Pilots: Heiser, Crawford.

### COMPIDENTIAL

110TH TACTION DECORATION SQUARRON TEST Tactical Recommandation Orong APC 70

14 4pril 1945

TO: Commending Conoral, For East Mr Forces 19), AFO 925. Att: E of J. A-2. (Through Chamels)

### FIRM MISSION REPORT

- A 104-6-1-2. Sq Mission No. 103, 14 April 1945, 110th Tue Non No. 71st Tac Ron Gp,
- B. W. 12.
- G. 70 0770/1. TOT 0750-1000/1. Th 1015/1. Altitude minimum.
- D. Mission 25 % incomplete due to weather.

One individual strafing pass on houses one mile East of CORDON (16 deg 10 min M-121 deg 28 min 2) with small fire started in one house.

Three individual strafing masses on houses and of town of Town Mass (17 deg 57 min B-121 deg bly min B) resulted in orange flowe from exceptation beneath one house.

16 individual strafing passes on hip concentration vicinity of harmfried (17 deg 56 min 8-121 deg 57 min 2) indicated by Guarvilla Target Indicator Fanels, with a few small fires developing in houses.

- E. thru F. H1.
- Slight, light, inscourate at minimum altitude from position on Mast side of Tobus ARA ARATRIF.
- Mil.
- I. Route: Va 2 Morth to 18 deg 00 min M.

One wile East of CORNOR (16 deg ho min N-121 deg 28 min E) were three nipa-type buildings with fox holes or similar excevation beneath.

- J. Caparan valight 10/10 vereast based at 1000 ft. with rain along from nountain tops to 5000 ft. tops.
- A. Pilots: Matthows, Koykka,
- L. 3000 x .50 cal.

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### PORZIDERTIAL

### 1107H TAGTICAL RECONNAISSANCE SCHADROD 71st Testical Resonnaissance Group APO 70

8 April 1945

TO: Commending General, Fer East Air Forces (F), AFO 925. Att: AC of S. A-2. (Through Channels)

### FIRAL MISSION PERFORT

- A. 96-3-6-E, Sq Mission No 68, 118th Tac Ron Sq, 71st Tac Ron Sp, 6 April 1945, two F-6's.
- B. VR # 1.
- C. TO 0730 TOT 0830-0930 Th 1100 (at LEGREDIEN)
  Alt 4000 ft. to minimum.
  TO LEGREDEN at 1800 Th GOATEE at 1545
- D. Mission 8% incomplete due to WK.
- E. through G. Bil.
- H. Obliques of installations on FUGA and DALUFIRI ISLANDE at 0900.
- Route: VR # 1 to DALUPING and FUGA ISLANDS thence to GLARK FIELD and to Base.

One mile north of VISITA, DALUPIRI ISLAND (19 deg 04 min H-121 deg 15 min E) were eight nips type huts, on west side were many fox holes end small trenches.

J. 10/10 overcast 2000 to 4000 ft. on route with some rain at

Morth, east and south of DALUFINI and FUGA ISLAND was rain. Return overcast was 5/10.

K. Pilots: Cheridan and Snyder.

Landed at CLARK FIELD since COATER STRIP was out.

L. Eil.

CONFIDERTIAL

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# 71st Tactical Reconnaissance Group APO 70

6 April 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FIRAL MISSION REPORT

- A. 96-0-10-E, Sq Mission No 74, 110th Tac Ron Sq, 71st Tac Ron Gp, 6 April 1945, seven F-6's.
- B. Bomb and strafe ASIN.
- C. TO 0830 TOT 0930-1000 TL 1030 Alt. 8000 ft. to minimum.
  Lended at LEGHORN due to GOATEE being out.
  TO LEGHORN at 1345 TL GOATEE at 1415
- D. Primary and secondary targets closed by WA. Bombed and strafed TANGARON (17 deg 30 min N-120 deg 30 min E) (TERTIARY) on direction of NEPHEW #1.
  - 14 bombs directly in target area in north end of town where Kips were dug in, and made 24 individual strafing passes which resulted in smoke from two houses. Other results unobserved.
- E. through H. Nil.
- I. Route: Base ASIN VIGAN GLARK FIELD to Base.
  - Observed small truck heading NE pull off road about one mile north of tunnel at 17 deg 33 min N-120 deg 35 min E. Did not attack since planes had not made bombing attack.
- J. Western mountains closed in by weather and with rain squalls. West coast 5 mile visibility. One rain squall E-W vicinity of SANTA LUCIA out over ocean.
- K. Pilots: Regan, Connors, Spencer, Noland, Johnson, Archembeault, Lawson.
- 14 X 500 lb. inst. demos. bombs 5850 X .50 cal.

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### CONFIDENTIAL

# 110TH TAGTIGAL RECONNAISSANCE SCHADRON 71st Tastical Reconnaissance Group APO 70

6 April 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Chennels)

FINAL MISSION REPORT

- A. 96-3-8-%, Sq Mission No 70, 110th Tac Ren Sq, 71st Tac Ren Sp, 6 April 1945, two F-6's.
- B. VR # 3.
- C. TO 1320 TOT 1350-1540 TL 1600 Alt 3000 ft. to minimum.
- D. Mission incomplete due to WX.
- B. through H. Nil.
- I. Route: VR # 3.

  Highway # 3 from VIGAN \$17 deg 35 min N-120 deg 23 m n E) to SOLVEC, all road blocks by-passed and ineffective.
- J. West coast 5/10 at 5000 ft. thining out over western sea. Mountain areas 10/10 up to 13,000 ft.
- K. Pilots: Almlov and Voegeli.
- L. B11.

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### CONFIDENTIAL

110TH TACTICAL RECORNAL SSANCE EQUADRON 71st Tactical Reconnaissance Group APO 70

6 April 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Chennels)

### FINAL MISSION REPORT

- A. 96-G-9-E, Sq Mission No 71, 110th Tac Ren Sq, 71st Tac Ren Gp, 6 April 1945, two F-6's.
- B. VR # 5.
- C. TO 1830 TOT 1430-1530
  TL 1645 Alt 7000 ft. to minimum.
- D. Mission completed.
- E. through H. Nil.
- I. Route: VR # 5.

  # mile west of Caladag (13 deg 58 min N-122 deg 18 min E) nipe
  camouflaged M/G position commanding road to west and northwest.
  Occupancy undetermined.

Bridge & mile east of LABO (14 deg 09 min N-122 deg 50 min E) had smoldering fire which had burned out four ft. diametered hale in floor of bridge rendering it unserviceable for venicular traffic.

From LABO east to DAET and then south to BASUD were estimated 100 native laborers repairing surface of road.

Nil sighting of defence installations in CAMARINES NORTE. Nil recco for reported installations on southern slopes of MT. ISAROG (13 deg 40 min N-123 deg 20 min E) due to WX.

- J. CAVU over northern central plains. South to LAGUNA DE BAY 7/10 8/10, ceiling decreased from 5000 to 3000 ft. over southern section. 2/10 at 2500 ft. over recco area.
- K. Pilots: Duensing and Keuffman.
- L. Mil.

### COEFIDERTIAL

110TH TACTICAL RECORDAISSANCE S UADRON 71st Testical Recordaissance Group APO 70

6 April 1945

TO: Commanding General, Far Rest Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FIRST MISSION REPORT

- A. 96-C-12-E, Sq Mission No 72, 110th Tee Ren Sq, 71st Tee Ren Op, 6 April 1945, six P-40's.
- B. Bomb and strafe BALETE PASS area as directed by ZOMENE.
- C. TO 1415 TOT 1430-1530 TL 1600 Alt 8000 to 5000 ft.

One MAFU landed at 1440 due to rough engine.

- D. 5 bonds on target area marked by smoke with results unobserved due to brush.
- E. through H. Nil.
- 1. Houte: Base direct to terget and return.
- J. Broken sloud with ones on tops of mountains over target.
- K. Pilots: Hough, Grawford, Hannum, Boardman, Strait, Kaykka.

  SNAFU jettisoned bomb safely in lingayan Bay away from all shipping.
- L. S X 500 lb. inst. demos. on target.

1 X 500 lb. inst. demos. jettisoned at sea.

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110TH TACTICAL RECONNAISHANCE SQUADRON 71st Tactical Reconnaissance Group APO 70

7 April 1945

TO: Commending General, Fer East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FINAL MISSION REPORT

- A. 97-C-7-E.
  Sq Mission No. 73, 7 Apr 1945, 110th Tee Ren Sq, 71st Tee
  Ron Gp, 12 F-6's.
- 2. Bomb TAKAO AIRDROME and sloohol plant (22 deg 37 min N-- 120 deg 11 min E).
- Take off 0925/1. Time over target 1330-1350/1.
   Time of landing 1650/1. Altitude 2000 to 4000 ft.

LADAG, Time of landing 1025/I. Take off 1245/I.

2 SEAFUED at LACAS, mechanical trouble. Take off 1480/1. Time of landing (GOATEE) 1580/1.

- D. Mission completed. Weather closed primary and secondary targets so bombed werehouse-type buildings in town in hole in undercast, believed to be BOLAM (22 deg 16 min N--120 deg 39 min B). 20 bombs in target area destroyed buildings but detailed observation unobserved due to dust clouds created. 4 individual strafing passes with results
- E. thru H. Bil.
- I. Route: Base to LAOAG for staging, thence to South FORMOSA thence direct to base.
- J. West coast LUZON CAVU and CAVU 1/3 way to FORMOSA. Thin layers of stratus clouds building up to the Northwest.
  Over FORMOSA a front obscured all but SW section of island.
- K. Pilots: Bean, Haumond, Turner, Korkka, Fagerland, Ford, Huber, Matthews, Lawis, Krieger, O'Neill, Strait.
- L. 20 X 500 lb. demo bombs dropped on target.

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### GONFIDENTIAL

### 110TH TACTICAL RECONNAISSANCE SCHADRON 71st Tectical Reconnaissance Group APO 70

8 April 1945

To: Gommanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FIEAL MISSION REPORT

- 98-C-7-E. Sq Mission No. 74, 110th Tao Ren Sq, 71st Tac Ren Gp, 8 Apr, ten F-6's.
- Bomb and strafe 4500 yards West of INUGAN (16 deg 10 min N-120 deg 54 min E) as directed by MCHAIR.
- C. TO 0945/1. TOT 1015-1045/1. TL 1200/1. Alt. 9000 ft. to min.
- Mission completed. On direction of MOHAIR, bombed and strafed hill 1000 yards Northwest of IMUGAN.

\$ bombs on target marked by W.P. at 16 deg 09 min 30 sec N--120 deg 54 min 00 sec N with results unobserved due to brush.

15 bombs on target marked by W.P. at 16 deg 10 min N--120 54 min E, with results unobserved due to brush and timber.

29 individual strafing passes on hilltop area with unobserved results.

- E. thru H. Nil.
- I. Route: Direct to target and return.
- J. 4/10 scattered dumulus with 2000 ft. ceiling over target.
- W.P. marked area South of road at 16 deg 09 min 30 see N120 deg 54 min 00 sec E. SAP requested dry run to check area.
  This was made and flight informed that was the target, that
  bombing was to be made on next W.P. in same area. 4 bombs
  were dropped on the next W.P. burst in the same area and SAP
  were dropped on the next W.P. burst in the same area and savised to hold bombing as that was South of target area and
  target would be re-identified. Flight stood by until W.F.
  marked hill top target 1000 yards further North. Balance of
  flight then made attack on the new target area.

One bomb hung and later fell about 10 miles South of target area. Bomb fell safe without exploding.

19 X 500 lb. demo bombs dropped on target. 1 X 500 lb demo fell off 10 miles 8. of target area. 10,050 X .50 cal. C O N F I D E N T I A L

### GRELLABELLAL

110TH TACTICAL RECOMMAISSANCE SUJADROM 71st Tactical Recommaissance Group APO 70

8 April 1945

TO: Commending General, Far East Air Porces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FINAL MISSION REPORT

- A. 98-C-1-E. Sq Mission No. 75, 8 Apr 1945, 110th Tac Ren Sq, 71st Tac Ren Sp, two F-6's.
- B. VR #5.
- C. TO 1420/1. FOT 1450-1550/1. TL 1650/1. Alt. 6000 ft. to min.
- D. Mission 50% incomplete due to engine trouble.
- E. thru G. Nil.
- H. Mil cameras.
- I. Route: VR #5 as far Kest as 123 deg E.

Smell "Sagar loaf" hill about 100 ft. above terrain at approximately 14 deg 01 min R--121 deg 26 min R had log-covered position, occupancy undstermined, large enough for 40 mm, on top of hill commanding Southwest approaches. Trench network on East side of slope, small for holes on North side.

Eil sighting of evidence of defence installations in CAMARINES NORTH. This erem difficult to reces due to dense coconut groves.

- J. Control plains, visibility 2-4 miles, scattered clouds at 5000 ft. Southeast of LAGUMA DR RAY, 6/10 with 2700 ft. coiling, scattered showers, visibility of 5 miles.
- K. Pilots: Kauffmen, Spencer.
- L. Mil.

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110TH TACTICAL REGORNAL SANCE SQUADNON 71st Tactical Reconnaissance Group APO 70

8 April 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Charnels)

### FIRAL MISSION REPORT

- A. 98-C-3-K.
  Sq Mission No. 76, 8 Apr 1945, 110th Tac Ron Sq, 71st Tac Ron
  Gp, two F-6's.
- B. VR #2.
- TO 1415/I. TOT 1430-1715/I. TL 1730/I. Alt. 5000 ft. to min.
- D. Mission completed. At 16 deg 37 min N--121 deg 19 min E beside Highway #5, 6 individual strafing passes on 3 nips buildings resulted in burning all three with red flame and black smoke to 200 ft. One individual strafing pass on gun position resulted in wispy white smoke column from gun position. Fires were started in grass around both buildings and gun position and on return had spread to several square miles with flames to 10 ft. and still burning vigorously.

10 individual strafing passes on radar installation and 3 buildings at 17 deg 00 min 30 sec N--121 deg 50 min 00 sec E resulted in firing all three buildings, with red flame and black smoke to 400 ft.

2 individual strafing passes on radio building at 17 deg 08 min N-121 deg 52 min E with hits obtained but nil fire or smoke.

S individual strafing passes on camouflaged berge on East bank of CAGAYAN river at LAL-LO (18 deg 13 min B--121 deg 39 min B) resulted in small column of smoke.

- E. thru G. Nil.
- H. Verticals of road net S. of PATTAO (16 deg 15 min N--121 deg 49 min B) at 1630/1.
- I. Boute: VR #2.

At 16 deg 37 min N--121 deg 19 min 2 were long nips type shaeks 20 X 50 ft. beside Highway #5. One had a 25 ft. pole from one end as the a radio mast. 2000 yards 8W on top of small hill was nips covered installation about 6 or 8 ft. in dismeter. Also observed two horses in vicinity of nips g 0 N F I D E K T I A L

### CONFIDERTIAL

Mission No. 96-3-5-6. (Southwest) 110th Tee Ron Sq

buildings above.

Two wires strung on poles observed from about one mile South of 1911 (16 deg 42 min K--121 deg 56 min H) Borth slong East side of Highway #5 to vicinity of GARU (17 deg 65 min H--121 deg 51 min E.) Terminals not observed.

On East bank of river at Highway \$5 crossing at 17 deg 60 min 50 sec N-121 deg 50 min 50 sec N, on South side of road was 50 ft. green pole with radar type cross pieces on top and with guy wires supporting pole. Two mips type huts were adjacent to it. On North side of road was nips-roofed frame building surrounded by 4 ft. high log and dirt revetment.

Frobable lesstion, at 17 deg 08 min M--121 deg 52 min 2 on Rest side of Highway #5, observed two 40 ft. poles with wire between and leadin wire to small sheek at Bouthern pole. Adjacent to poles and highway was large "h" sheped building, probable school building.

On East bank of CAGAYAN RIVER at LAL-LO (18 deg 13 min H-121 deg 39 min E) was camoafleged barge.

Area six or seven miles deep South and Southeast of PATTAO (18 deg 15 min E-121 deg 49 min E) was not of roads leading into brush and trees. Appeared to have had heavy useage.

- J. Over mountains 10/10 to 11,000 ft. CAGAYAN VALLEY, CAVIDat snoky have present.
- A. Pilots: Triggs, Lawson.
- L. 2000 X .50 cal.

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### COMPIDENTIAL

11oth Tattical Seconnais sames Group FO 70

8 April 1945

TO: Communding General, Far East Air Forces (P), PC 925. Att: E of S, A-2. (Through Channels)

### PINAL MISSION REPORT

- 4. 98-0-5-8. Sq Mission No. 77. 8 April 15.5, 110th Tec Ron Sq. 71st Tao Rom Gp, two R-6's.
- B. WR #3.
- C. Take off 1415/1. Time of landing 1145/1.
- D. Mission incomplete due to mochanical trouble.
- R. thru M. Hl.
- K. Pilots: Ogle, Turner.
- L. M1.

COMPIDENTIAL

### CONFIDENTIAL

1107H TAGTICAL RECONNAISSANCE SQUADRON 71st Testical Reconnaissance Group APO 70

9 April 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FINAL MISSION REPORT

- A. 99-G-7-E. Sq Mission No. 78, 9 Apr 1945, 110th Tee Ron Sq, 71st Tee Ren Gp, fourteen F-6's.
- B. Bomb bridges on Highway #5, CAGAYAN VALLEY.
- c. To 1000/1. ToT 1100-1130/1. TL 1235/1. Alt. 8000 ft. to min.
- D. Primary target SaBLAN area (16 deg 20 min N--120 deg 30 min N) had 500 ft. ceiling so bombed bridge Rast of TUGUEGARAO, 17 deg 37 min N--121 deg 44 min E.
  - 8 bombs direct hit on approaches to bridge, cratering road, with possible damage to end of bridge. One bomb near miss sovering bridge with water. 5 bombs missed.
  - 12 books cratered N-S strip at TUGUEGARAG AIRDROME leaving runway unserviceable. 2 bombs misses.
  - 2 individual strafing passes on building in town of TUGURGARAG with nil observed results.
  - 2 individual strafing passes on wooded areas East of N-S TUGUEGARAO STRIP with unobserved results.
- E. thru F. Nil.
- G. Slight, small arms, inaccurate at 3000 ft. from wooded area East of midsection of N-S runway and from trees at edge of river bank South of N-S runway.
- H. Yes. Attack photo's of FUGUEGARAD bridge and airdrome, 17 deg 39 min H--121 deg 42 min H, at 1100/1.
- I. Route: Base to SABLAN to CAGAYAR VALLEY--TUGUEGARAD-direct to Base.

Runways on strip North of town of TUGUEGARAD were serviceable before attack.

Bridge attacked East of TUGUEGARAD hed two sections of

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### CONFIDANTIAL

MISSION NO. 99-C-7-N. (Continued) 110th

110th Tao Ron Sq

flooring removed. Pilots believed bridge serviceable and planks deliberately removed to create appearance of unserviceability.

- J. 4/10 at 12,000 over Western mountains, base on mountain tops. Coastal area, haze from 2000 to 6000 ft. CAGAYAN VALLEY, scattered clouds 3000 to 5000 ft. with here at lower level.
- K. Pilots: Pritts, Strait, Hannum, Boardman, Regan, Spencer, Corrors, Lewis, Krieger, Grawford, Brattoli, Lawson, Ogle, Johnson.

SABLAN target SAP station BOOTBLACK located so that reception was out off by most of surrounding terrain. Was not possible to attack terget due to low clouds directly over target area.

28 X 500 lb. inst. demo bombs dropped on target.
 1100 X .50 cal.

CONFIDENTIAL

- 2 -

### CONFIDENTIAL

71st Tactical Recommaissance Group
APO 70

9 April 1945

TO: Commanding Command, Fer Heat Mr Forces (P), 20 925. Att: & of S, A-2. (Through Channels)

FIHAL MISSION REPORT

- 4. 99-6-8-8. So Mission Ro. 79, 9 April 19:5, 110th Tac Ren Sq. 71st Tac Ren Sp. 12 F-6's, 4 F-12's.
- B. Ground support as directed by NOMAIR FORMARD, vicinity of VILLA VERDE TRAIL at 16 deg 14 min B-120 deg 50 min B.
- TO 1430/L. TOT 1510-1530/L. TL 1600/L. Altitude 10000 ft. to minimum.
   2 planes landed at 1545 after bombing due to mechanical trouble.
- D. 28 bambs in target area with results unobserved due to brush and timber.
- E. thru H. Mil.
- I. Route: Base direct to target and return.
- J. .1 to .2 overeast 6000 to 12,000 ft.
- L. Pilots: Peterson, Kanffnan, Bough, Voegeli, Baridan, Upton, Abelov, Bohinson, Fagerland, Koyidko, Matthews, Ford, Baher, Marsond, G'Reil, Duensing.
- L. 28  $\times$  500 lb. inst. demo bombs dropped on target. Mil  $\times$  .50 cal.

CONFIDENTIAL

71st Tectical Recommissance Grow APO 70

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10 pril 1945

To: Commanding Comeral, Fer Seat Mr Forces (P), 80 925.

CON CLICATED PINE HIS TON REPORT

- A. 100-0-7-2 and 100-0-8-8, 5q Mission No SO and S1, 110th Tac Ron 5q, 71st Tac Ren Sp, 10 April 1916, 10 F-6'c, h P-10'c.
- 3. Soud and strafe Jap positions at 16 deg 10 min S-120 deg % min E under direction of MCHAIR.
- 75 1115 ALT 11,000 to 5000 ft.
- D. Mission complete. Bombing results excellent.

  18 beaks in ample marked target area and three individual strafing passes with results unobserved due to cloud cover.
- E. through H. M1.
- L. Routes Direct and Return.
- 3. 3/10 cumulus from mountain tops 1000 ft. thick. Central plains Caff.
- E. Filote: Archuleta, Ecykka, Turner, Ford, Amlov, Hough, Stohlson, Archumbesult, Opton, Commors, Regen, Vocgeli, Frait, Ogle.

Japs were dropping white phosphorous shells behind friendly troops in en attempt to mis-direct strike. There was no difficulty in determining correct target due to MOHAIR's direction of attent.

Maiting for attack elegrance at target and then waiting for clouds to blow off target area ran gas supply low so in Fall's had to jettison bombs in linguyen Gulf many from all shipping and return to base. Sombs were jettisomed safe but two of them exploded in water.

Two bombs refused to release over target and were jettisomed safe in Lingayen Gulf.

L. 16 X 900 lb. inst. denos. on target.
6 X 900 lb. inst. denos. jettisened in Bag.
800 X .50 cal.

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### CORPIDENTIAL

110TH TACTICAL RECORDAINS ARES SQUARRON 71st Tactical Recommeisance Group

10 pril 1945

To: Commanding General, Fer East Mr Forces (F), 20 925.

CONSOLIDATED FINAL MISSION REPORT

- 4. 100-6-9-8 and 100-6-10-5, Sq Mission So 82 and 83, 110th Rec Son Sq. 71st Tee Son Sp. 10 April 1945, 12 F-6\*s, and 4 F-40\*s.
- B. Soud end strafe south of SABLAS (16 deg 29 min B-120 deg 30 min B). Secondary - BAGISO (16 deg 25 min B-120 deg 36 min B). Fertiary - SOLVEC (17 deg 26 min B-120 deg 27 min B).
- 0. TO 1125 TOT 1515-1515
  TL 1700 Alt 5000 to 700 ft.
  One SHAFU landed at 1520.
  Four F-10's landed at 1630.
- D. Frimary and secondary closed by weather, at Cortiary target, NAFHER I had no target due to redisposition of ground troops. Attacked last report targets in sectors CASATAN VALLEY.

Sembed bridge on highway \$5 at 17 dag 52 min 8-121 dag 13 min 8, resulted in two direct hits in middle of bridge eratoring floor of bridge. Four boabs cratured north approach and damaged corner of bridge. Two boabs cratered road on beginning of north road approach and two boabs cratered southern road approach. Four boabs missed.

Bight bombs were misses on bridge at 17 deg 5k min Mal21 deg 12 min S.

- S. through G. 311.
- No. You of bridge at highway #5 at 17 deg 32 m m E-121 deg 43 min B and of bridge at 17 deg 54 min E-121 deg 42 min E. Time 1530.
- I. Boute: Bese to SHI AN to BAFUIO to SGI. VEC BAY to CADAYAN VALLEY to Bese.
- J. Control plains, CAVU with here 3000 to 6000 ft. 6/10 to 8/10 cumulo minbus from foothills to 13,000 ft. and building up. CASAYS VALLEY 1/10 6000 to 8000 ft. with here 1000 to 6000 ft., visibility 15 miles.
- K. Filots: Fritts, Crawford, Twiggs, Keiser, Holand, Lawson, O'Heill, Spencer, Seen, Hammend, Huber, Duensing, Fegerland, Boardson, Matthews and Snyder.

Four P-ig's did not have sufficient gas to attack Caparas Vallar tergets so jettleoned bombs safe in Linguyen Bay every from all shipping. One bomb exploded in water.

One P-6 jottisoned two bombs safe in Lingayen May due to oil shortage.

L. 22 X 900 lb. inst. bombs on target. 6 X 900 lb. inst. bumbs jettleomed.

### CORFICERTIAL

Plat Tactical Reconnaissance Group
APO 70

11 April 1945

To: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Chemnels)

### FIRAL MISCION REPORT

- A. 101-0-2-K.
  Sq Mission No. 84, 11 Apr 1945, 110th Tee Ren Sq, 71st Tee
  Ren Gp, two F-6's.
- B. VR /2.
- C. TO 0725/I. TOT 0800-1000/I. TL 1030/I. Altitude minimum.
- D. Mission completed.

One individual strafing pass on armed osrabao riders at 17 deg 05 min N-121 deg 53 min E killed two, possibly three, of men.

One individual strafing pass on enti-strafing cable area at LAI-LO, 18 deg 12 min N--121 deg 40 min N.

In bivouse area at 18 deg 09 min N--121 deg 15 min E made 5 individual strefing passes starting few columns of smoke.

3 individual strafing passes on 5/E fighter 500 yards SW of center of strip at GARIT NORTE (16 deg 40 min N--121 deg 40 min E) obtained hits but no fire from plane and a small fire from eres next to plane.

- E. thru G. Mil.
- H. 10 ft. gun semere film of GARIT MORTE.
- I. Route: VR #2.

At 17 deg 05 min B--121 deg 55 min E, going Northeast across open fields was a column of six carebac each with an armed rider. Seemed each was carrying a roll or pack.

Bomb craters from yesterdays attack on TUGUEGARAD had been filled in.

COMPLDENTIAL

-10

### CONFIDENTIAL

Mission No. 101-6-2-8. (Continued) 110th Tac Ren Se

At 17 deg 26 min E--121 deg 47 min E bridge is serviceable. Southwest of bridge is large house well revetted with sod, and surrounded by tranches and fox holes.

At GARIT NORTE A/D (16 deg 40 min B-121 deg 40 min E) in small clump of trees 500 yards SW of center of runway was camouflaged single-engine plane. Could see prop, wheels and spinner and seemed to be in good shape.

Rader installation attacked previously at 17 deg CO min N--121 deg 50 min B had bamboo poles stacked around yard as though new construction is under way.

- J. CAGAYAN VALLEY, 10/10 at 10,000 ft, 3/10 at 3500 ft., hezy.
- K. Pilots: Ogle, Lawson.
- L. X .50 cal.

COMFIDANTIAL

- 2 -

### CORFIDARZIAL

110TH TAGTICAL RECONNAISSANCE SAVADRON Flat Tagtical Reconnaissance Group APO 70

11 April 1945

TO: Commanding General, For East Air Forces (F), APO 925. Att: AC of S, A-2. (Through Channels)

### FIRAL MISSION REPORT

- A. 101-C-4-%. Sq Hission No. 85, 11 Apr 1945, 110th Two Non Sq, 71st Two Ren Gp, two F-67s.
- 3. VR #3.
- G. TO 0740/1. TOT 0800-0945/1. TL 1050/1. Altitude minimum.
- D. Mission completed.
- E. thru G. Nil.
- H. Yes. Verticals of installations at road junction at 16 deg 32 min N--120 deg 42 min E, and of trucks at 16 deg 51 min N--120 deg 41 min E. Time OB11/1.
- I. Route: 72 #3.

From 16 deg 30 min N--120 deg 41 min 2 to a point 20 miles

North sighted about 20 Jap trucks. Sonsisted of a gas truck,

rest were 6 % 6--some with tops, some without, and one large
campaflage job so large it must have semi-trailer truck. Semi
trailer was observed pulling from middle of road to side of

road. All trucks were facing towards BAGUIO. Those without
tops were empty, rest unobserved. Trucks were seattered in threes
and singles. Pilots believe trucks parked on approach of planes.

Ho attack since this had been restricted and no contact estab
lished with ground station.

Extensive dugouts, tremches, and installations recently constructed at 16 deg 32 min N-120 deg 42 min E. Occupancy undetermined. Situated to command road junction and road approaches. One weapons carrier type truck period beside dugouts. Also installations as fer as 1/4 to 1/2 mile down test slope from road.

On ridges on South side of ABRA RIVER in vicinity of 17 deg 52 min K--120 deg 29 min 2 were many encoufleged trenches and installations. Could not contact REPRES I.

CONFIDERTIAL -1-

### QUELLBERILAL

Mission No. 101-6-6-k. (Consinued) 110th Teo Ron Se

Road BASHIO to ARITAD in excellent shape with all rivers with prepared fords. At 16 deg 17 min E--180 deg El min E was covered truck parked facing Rast.

At 1000 ft. eltitude at 0950/1, Southbound while above BORK (16 deg 15 min 8--121 deg 00 min 8), sighted a milver twoongine plans 1/2 mile to the Southeast, about 800 ft. altitude
at base of clouds and heading 60 degrees. On mighting, our
planer started towards 0/1 plane which immediately nosed down
to pick up appead and took cover in low clouds between ceiling
and ground. Contact could not be reestablished. Identification not possible but believe it may have been a SALLY.

- J. Central plains, have. Slope of Western mountains, CAYU. 4/10 on Lestern slopes, building up to 9/10 with 800 ft. ceiling slong Highway \$5 and mountains joining plain.
- K. Pilots: O'Boill, Kelser.
- L. Bil.

CORFIDERTIAL

- 2 -

### CORPIDENTIAL

71st Tastical accountingness Group

14 April 1965

To: Commenting General, Fer East Air Forces (P), ATO 925. Att: AD of S, A-2. (Through Channels)

### FIRM MISSION SPORT

- B. Samb and strafe target 1/6 (16 deg 22 min 3-120 deg 34 min 5).
- C. TO 0715/1. TOT 0800-0815/1. Th. 0900/1. Altitude 6000 to 11,000 ft.
- B. Six bombs and 21 individual strafing passes on target area with only observed results bomb damage to one house, fire in woods, and fire from houses.
- E. thru H. Mil.
- I. Ecuter Direct.
- J. En route, over target, and returns CAVU.
- L. Filots: Sheridan, Yosgeli, Hough, Kaufilman, Almlov, Synder.
- L. 6 X 900 lb. inst. demo bombs dropped on target. 4:650 X .50 cal.

COMPIDENTIAL

### COMPIDENTIAL

110TH TACTICAL RECONNAISCANCE SCHADRON 71st Tactical Reconneissance Group APO 70

14 April 1945

TO: Commanding Ceneral, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FINAL SISSION REPORT

- A. 104-C-2-E. Sq Mission No. 105, 14 Apr 1945, 110th Tas Ren Sq, 71st Tac Ren Gp, two F-6's.
- B. VR #3.
- C. TO 0715/I. TOT 0620-1005/I. TL 1035/I. Alt. 500 ft. to min.
- D. Mission completed. 4 individual strafing passes on trench housing west anchor of oable et 17 deg 07 min M--122 deg 55 min E with results unobserved.
  - 6 individual strafing passes on two kips and shack in which they took refuge at 16 deg 48 min K-122 deg 43 min E with no observed results from thorough spreying of area.
- E. thru H. Fil.
- I. Route: VR #3.

Bridge East of Bonfoc (17 deg 05 min N--121 deg 58 min E)

Across river at 17 deg 07 min N--122 deg 55 min E, 22 miles SE of ILAGAN, a cable is strung across the river about ten feet above water. On West shore cable ends in small squere trench. East bank anchored to tripod poles under which wes small camouflaged barge. So placed that strafing passes could only be up and down river across cable. 100 yards south is unserviceable foot bridge. 60 yerds SW of end of foot bridge was one 70 ft. pole anchored with guy wires. No serial visible but pole did have cross arm at top.

Two Nips in green uniforms, one with bicycle, other without, Northbound on Mighway #5 at 16 deg 48 min N--122 deg 43 min E.

On West side of Highway #5 between 16 deg 12 min N--120 deg 57 min E and SANTA FE were about 50 small caves dug into

CONFIDENTIAL \*1\*

### 22 RELEBETIAL

Mission No. 104-C-2-E. (Continued) 110th Tac Ron Sq

- J. Mostern sousteins: Visibility of seven miles due to haze.
  West coast CAVI.

  BONTOC to Bortheset, scattered clouds at 2000 ft.

  CAGAYAN VALLEY: 10/10 overcast with calling at 5000 ft.

  which lowered to 1000 ft. and broken along Highway \$5

  South of ADFAO.
- A. Pilots: Upton, Connors.
- L. 3250 % .50 cal.

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### CONFIDERTIAL

110TH TACTICAL EXCONNAL MANCE STULMON 71st Tentical Recommendations Group

14 April 1945

TO: Commanding General, For Seat Air Forces (P), APO 925.
Acts & of 8, 5-2. (Through Channels)

### FIRM MISSION SEPORT

- 1. 101-0-1-R. Sq. Hisston No. 106, 11 April 1945, 110th Tac Sem Sq. 71et Teo Hem Sp. 218-6's.
- E. Special photo mission of Highery (5 South of BE.STS PASS (16 deg 07 min S-120 deg 57 min S).
- C. TO 0800/1. TOT 0815-0950/1. T. 1615/1. Mititade minimum.
- D. Mission Completed.
- E. thru G. Mil.
- 8. Obliques of Bighway 45, Ballis Pass (16 deg 07 min 5-120 deg 57 min 5) at 0530 Item.

Obliques of Carl's North A/D (16 deg hD min N-121 deg hC min N) at 0900 Item.

- I. Router Base to BALSTE PARS to CARIT BORTS and return direct.
- J. Central plains: Light scattered clouds, hazy.

  Northern mountains: 10/10 cearcast with base from mountain tops to
  5000 ft. tops.
  South CADAYAN VALLEY: 10/10 overcast at 1000 ft.
- E. Pilots: Derner, Ford.
- L. Sil.

CORFIDENTIAL

### CONFIDERTIAL

110 Th Tartical Recommendation of Autor 71st Tartical Recommendations Group

1h April 1945

To: Commenting Constal, Fer Bast Mr Forces (F), 200 925. Att: 20 of S, 2-2. (Through Chemnels)

### FIRM MISSION SEPORT

- 101-C-5-%. Sq Mission No. 107, 11, April 1915, 110th fac Son Sq, 71st Tac Son Sp, 10 R-6's.
- B. Primary: Bomb and strafe BAGGIO area, Target 43.
- c. 10 1130/1. 107 1230-1300/1. TL 1315/1. Attitude 5000 ft. to minimum.
- Attached secondary terget due to low ceiling and many attacking planes. On direction of Market I, 14 bombs and 15 individual strafing passes on tell house at 17 deg 24 min 8-120 deg 26 min 8 with two grass fires only observed results.
  - 9 individual strafing passes on town of sal-Lacine 12 miles East of tell house and on North bank of river resulted in five large quick starting fires with orange flume and black anoke to two hundred feet and still increasing as planes left area.
- 6 bunds and 15 individual strafing passes on town of Palais (17 deg 53 min 8-120 deg 51 min E) with only observed result the silencing of one machine gund.

  8. thru F. Ril.
- Slight, 8/c, inacourate at minimum altitude, from positions at Falance (17 dog 33 min 8-120 dog 31 min 8).
- H. H1.
- I. Houte: Bese to BASUIO to ACLVIC and returned direct.

500 yards West of ABRA RIVER bridge at 17 deg 4 min H--120 deg 26 min E was 8 X 10 ft. bemboo metting in conter of road.

PALANCE South of town along river for 1/4 mile were trenches, gum positions and for holes.

On bond in road across river from PA-280 and about one mile West were 10 trucks, 6 % 6 size with cames covers, some dug into revoluents. her were serviceable, others of unknown serviceability. Could not strafe due to terrain.

COMPIDENTIAL

-1-

CONFIDENTIAL

Mission So. 101-6-5-5, (Continued) 110th Fac Son Sq

- J. Seather Basello area .8 cumulus with eciling at 2000 ft., tops 11,000 ft.
- E. Filots: Boardman, G'Seill, Krieger, Dean, Hammond, Fagerland, Duensing, Soland, Stchison, Smiley.
- L. 20 X 500 lb. inst. domo bombs dropped on target. 11,250 X .50 Cal.

CONFIDERTIAL

### COMPICERTIAL

71 of Tactical Recommendance Group

1h April 1945

To: Commanding General, Nor Best Mr Forese (F), 20 925.
Att: E of 5, 2-2. (Through Champale)

### FIRE BL. 100 REPORT

- A. 10h-G-lips.
  Sq Mission No. 108, 14 April 195, 110th Tec Ren Sq. 71st Tec Son Sp.
- B. Book and strafe Baddio area, Pargot Life. Secondary: SOLVED BAI eron.
- G. 10 1190/L. TOT 1230-1330/L. Th. 11/10/L. Altitude 6000 Ft. to minimum.
- 26 min 5) under direction of MARMA I. Six b obs in target area and destroyed 5 mineson threats and fired five characters which was a crange with black make to 300 ft. Three or four other houses fired black and white make to 100 ft., and two houses destroyed by bomb
- L tiru L. 31.
- I. Route: BA BA-BAST LA-80 VEC BAT-to BASE.
- d. Badulo area: Masy, rain from clouds on mountain tops.
- M. Filotas Rogen, Sponour, Archaebonalt, Louson, Harris, Johnson.
- L. 6 % 900 lb. inst. demo bombs dropped on target.

COMPISSMENAL

### CONFINENTIAL

# 110TH TACTICAL RECORDAL SANGE SQUARENT (1st lactical Recordal seases Group APO 70

15 spril 1945

TO: Commenting Commerci, For Sast Air Forces (F), APO 925.

PINAL MIN ION ESPORT

- A. 105-C-3-N, Ng Mission No 109, 110th Teo Non Ng, 71st Teo Non Ng, 15 April 1910, two 8-6's.
- B. VR # 5.
- C. TO 0730

101 0830-0930 At minimum

- . Masion empleted.
- S. through H. Hil.
- L. Routes VE 75.

Mil sightings not previously reported.

J. Central plaine 8/10 with tops at 8000 to 12000 ft.

Hain on HANILA ARRA and east to 122 deg 30 min with few scattered open areas. Bast of this point varied from rain with 500 ft. ceiling to scattered clouds at 3000 ft. and areas of  $CAVI_\bullet$ 

- K. Filots: Sheriden and Sayder.
- L. M1.

CONFIDERTIAL

### CORPIDERTIAL

That Tactical Recommendation of Tactical Recommendations Group

15 April 19.5

TO: Commanding General, Par Sest Mr Forces (2), 20 925. Atts & of 3, 5-2. (Through Charmole)

PINAL MISSION SPORT

- As 105-0-2-3, % Mission % 110, 15 spril 1965, 110th Tee Ron %, 71st
- B. VR # 3.
- C. TO 0930

TOT 0950-1120 At 5000 ft. to minimum

- D. Mission completed.
- E. through H. Mil.
- I. Route: VR & 3.

At 16 deg 27 min H-121 deg 08 min E on south side of highway \$ 5 was short spur to hill parelleling highway. At end of spur hillside was graded and had two nine barracks-type buildings. Against upper slope were three or four 4 X is ft. cave mouths.

1/2 mile West of BESEARC (16 deg 2h min N-121 deg 06 min E) on side of road are three truck-size caves. Two were serviceable, third was caved in.

- J. CANU as far North as BASULO. North of BASULO, a few scattered cumulus at 3:00 ft. CANALE VALEY. Bout .6 at 5000 ft. with clouds noving westward towards nountain.
- E. Pilots: Almlov, Duonsing.
- L. Hil.

COFFIDENTIAL

### COMPIDENTIAL

THOSE PACTICAL RECORDADS ANDS SQUARGE 71st factical Reconsaissance Group

15 April 195

PD: Commanding Coneral, For East Mr Forces (P), 200 925. Att: 25 of S, 4-2. (Eurough Chemiels)

### PINAL MISSION REPORT

- 4 105-C-1-E. Sq Mission No. 111, 15 April 1945, 118th Tac Fon Mg. 71st Tee Acm Op,
- B. WR 2.
- G. TO 0940/1. TOT 1000-1145/1. Th 1215/1. Altitude 10,000 ft. to minimum.
- D. Mission completed.

S individual straing passes on DGDAR (18 deg 20 min 8-121 deg 43 min B) with two mips huts after the only observed results.

One individual strafing pass on experently serviceable berge on sand-ber at LELC (18 day 12 min E-121 day 10 min E) with mil observed results.

- S. thru H. Mil.
- I. Bouter VR #2.

  Will 4/0 (16 deg hi min N-121 deg 39 min 8) is serviceable. At Northwest end of field were seven new gum positions, M/C size, uncompied. On dismater with part of well extending above surface of ground, occupied by unidentified chiest. 1/h wile MM of strip is new emouflaged installations, fox holds, and trenches.

TUBOC (16 deg h6 min B-121 deg h7 min 3): In school yard was two ranks of 20 men each and at right angles two more ranks of 20 men each, and facing both was individual holding a white flag. All wore civilian clothes, no guns observed. 1/2 mile morth observed 10 or 15 more men in lime across field.

For half a mile South of NOW (18 deg 20 min 3-121 deg 13 min 1) was that appeared to be a 1 ft. elevated dirt road. Mout every 50 yards along this road were 6 X 6 ft. square holes 5 ft. deep, with small guns occupying some positions. All measures command Northern approach.

Town of BATO (17 deg ht min B-121 deg h5 min B) observed about 25 saddled horses in courtward.

- J. C. MAINT VALLET .6. 2000 ft. ceiling North to BAGARAG. CAVU North to coast where it was raining in area East of EUCUAY. Scattered rain along Rest alone of SIERRA RANGE RANGE.

  E. Pilots: O'Reill, Granford.
- L. 3150 I .50 cal.

COBLICERTIAL

### CONFIDENTIAL

## 71st Tectical Recommensance Group

15 pril 1945

TO: Commanding Command, Far Seat Mir Forces (P), 20 925.
Att: NO of S, A-2. (Through Chemnels)

CORSOLIDATED PIRE HIS ION REPORT

- A. 105-C-1-5, 105-C-5-2, q Mission No 112, 110th Tac Non 19, 71st Tac Non Up, two F-6's.
- B. Special Photo of IPO DA aren.
- C. TO OSLO TOT 1020-1010 TL 1125 Alt 3000 ft. to minimum
- D. Mission acapteted.
- E. through G. Hil.
- M. Obliques and verticals of IPO ARSA (1) deg 53 min M-121 deg 09 min B).
- L. Bouter Direct.

Ridge tops as far as four miles morth of NPO DAM ARGA here usual fex holes, sig zag tremshes, compuflaged installations and gum positions.

- J. Central Plains: CAVU.
  - idaly sustbered alouds at 6000 ft.

IPO area 5/10 quemlus at 3000 ft.

- E. Filots: Twiggs and Kaiser.
- L. B11.

CONFIDENTIAL

### COMPIDERTIAL

71st Tactical Recommensance Strong

15 pril 1945

No. Commanding General, For Sast Ar Forces (F), 90 923.

FINAL MIS LON REPORT

- 4. 105-0-6-8, % Mission No 113, 110th Tac Bon %, 71st Tac Bon Sp. cix 7-10's, 15 April 1916.
- B. Boad and strafe BASUIO AREA (16 deg 25 min H-120 deg 35 min B).
- C. TO 0945

107 1005-1100 Alt 9000 to 1500 ft.

- D. 6 bombe in target area, two of these were duds.

  20 individual strafing passes on target area with only observed results, one fire starting slowly in freme building.
- E. through G. Hil.
- H. Hil.
- I. Soute: Birest and return.
- J. CAVU on route and over target. On leaving target area very thin and scattered examine building up around 5500 ft.
- E. Fagerland, Loykka, Matthews, Ford, Marmond, Etchicon. Two bombs bolisved to have been duds.
- 1. 6 X 500 lb. inst. bombs.

COSFIDERTIAL

#### COMPIDENTIAL

71st Tactical Recommed scance Group

15 pril 1945

TO: Commending Conoral, For East Air Forces (P), 20 925. Att: 20 of 8, 3-2. (Through Charmels)

#### PINAL MIS LOW R PORT

- A. 105-C-8-3, og Mission & 114, 15 April 1945, 110th Tac Rea to 71st Tac Ren op, 11 F-6's.
- B. Somb and strafe BAGUIO. Secondary targets on east CASAYAN VALLEY.
- 0. TO 1250 TOT 11:00-11:50
  TL 1535 At 8000 ft. to minimum
- D. Due to combination of WA and other aircraft attacking Frimary Target flight attacked highway # 5 bridge at 17 deg 12 min S-120 dog 53 min S.

22 borns in target area with no hits on bridge.

3 individual strafing passes on brush covered area 700 yards north of bridge where sighted small arms fire. No observed results.

h individual strafing passes on town of EARCAD 2 miles couth of above bridge, resulted in macks from h buildings as flight left.

- E. through F. Mil.
- G. Hight, M/G, inscourate at minimum eltitude from brush area 700 yards morth of highway # 5 bridge at 17 deg 12 min R-120 deg 53 min E.
- M. Nos, obliques and verticals of attack on bridge at 17 deg 12 min M-120 deg 53 min M. Taken at 1430 Item.
- L. Router Base to BAUVIO to LALLO, return direct.
- J. BAGUIO, 7/10 from mountains to 18,000 ft. CADAYAH VALLEY 9/10 stratus layor at 10,000 ft. Conttored cumulus between 3000 and 10,000 ft.
- K. Peterson, Haufflasn, Hough, Voegeli, Rule, pencer, Bratteli, Commerc, Regan, Lawson, Archambeguit, Johnson.
- L. 22 inst. 500 lb. bombs on terget. 2100 I .50 cal.

COMPIDENTIAL

0 4 0 5

#### COMPIDENTIAL

71st Tactical Recommensance Group

15 4pril 1945

TO: Commanding Canaral, Far East Air Forces (F), APO 925.

FIRSL BIS ION ASSORT

- A. 105-C-7-8, Sq Mission No 115, 15 April 1965, 110th Tee Rem Sq. 71st Tee Ren Op, five P-40's.
- B. Bash and strafe BAGUIO.
- 0. 10 1255 2L 1515

107 1320-11:00 Alt 11000 to 6000 ft.

two pleases landed at 1400 after separating from rest of flight in

D. Mission consisted.

5 bombs in target area and 5 individual strafing passes resulted in three large fires from buildings. Only one stone or concrete building remains etaming.

- E. through H. M1.
- L. Route: Direct.
- J. 8/10 broken clouds at 5000 ft. top 12,000 ft. over target area. South of BAFUIO base of clouds on deck.
- A. Lonigan, Upton, Boardman, Lawis, Kroiger.
- L. 5 X 900 Ib. inst. deses

X .50 cal.

CONFIDERTIAL

## CORFIDENTIAL

110TH TACTICAL RECORDAIS AND AUTAMON 71st Tactical Reconneissance Group

16 pril 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: 20 of S. A-2. (Through Channels)

FINA MINION NEPORT

- As 105-0-1-5, 5q Mission No 116, 110th Tac Ron Sq, 71st Tac Ron Sp, 16 Spril 1965, eight F-6's.
- B. Sout and strefe BASUIO terget \$ 4 (36.2-67.5).
- C. TO 0800 TOT 0315-0900 TL 0990 Alt 12,000 to 7,500 ft.
- D. Mission completed. Bomb results excellent.

Ill bombs in target area designated by BOOTBLACK and white phosphorous. 2 bombs missed and fell to northwest of designated area. Bomb results unobserved.

37 individual strafing passes on terget area with unobserved results.

- E. through H. Mil.
- L. Route: Direct.
- J. CAVU on route and at target area.
- K. Fritts, Cressford, C'Heill, Boerdman, Louis, Hennen, Keiser and Kroiger.
- L. 16 X 500 lb. inst. demos

X .50 cal.

CONPT. 2 7 \* + . .

#### COMPICENTIAL

130TH TATTO A DECOMMENDED OF THE PROTECTION TO TO TO THE PROTECTION OF THE PROTECTIO

16 April 1915

20s Commenting General, Fer Sast Air Foress (F), PO 925.

FIRS. NI DECE MAPORT

- A. 100-2-3, 5q Mission So 117, 110th Tan Ros Sq. 71st Tac Son Sp. 16 Spril 1966, four F-16's.
- 5. South and strafe Basilo Target 3. Sectiony - Dallan. Sectiony - OLYSS.
- C. 10 0915

101 1015-1030 Alt 0000 ft. to minimum

town of Talka (in miles east of VEAS) on direction of Rando L.

One book a direct hit on schoolhouse target knocked out south half of building. 2 books alsood. One book direct hit is hip biwouse and mapply area to thesast of schoolhouse resulted in large flash fire which quickly died out.

8 individual straffing passes on biveces area with no observed results.

- A. through H. Mil.
- I. Router Bess Baddid CLV.C return direct.
- J. CAVO apposts and over target.
- I. Maridan, Vougeli, Bough, myder.
- L. 1 Z 500 lb. last. dense.

X .90 sel.

CONFIDENTIAL

THIS DACE IS ITNOT ASSISTED

#### COMPIDENTIAL

71ot Taction Recommissions Strong

16 April 1015

30: Commanding Demarol, For Sent Air Forces (F), 50 925.

FIRST BIVION MOVERT

- As 100-deles, to Mission to 119, 110th Las Son q, 71st Tas Sen Op. 16 opril 1960, four Pelote.
- . Look end str fe GLVC BAY ANDA.
- C. TO 1/15 TOT 12/5-1/20 At 1/30 At 1/30 Ft. to minimum

the MANT landed et 1230 and to modernical trouble.

- ing passes on hip concentrations at 75% (17 cas il min B-120 cas il min E) on direction of harman of with unobserved results.
- in through in Alle
- G. Clight, medium, inscrurate at 1000 ft. from unlocated position in vicinity of VICI (17 deg 51 min 8-180 deg 51 min 8).
- n. 211.
- L. Loubes Greet.

At 1200 at request of Addies just after places had taken off searched for reported dep submarine. One pilot observed possible perioages if figure of substantial and flat "F" shaped water moving alcoly in southerly direction about it miles must not east end of Boney trip. Ighting was into must when planes circled it was not again sighted. Addies was fully informat of sighting and of subsequent search, and NO investigately searched contact of sighting.

J. West count CAVO.

Terget area 8/10 overcost with bese at 6000 ft. and 1000 ft. thick.

L. Bretteli, person, Archaebandt and Esteur.

One plane outting out on take off and pilot jettimened book which exploded on beach, cost of SONTEN.

i. 3 I 500 lb. inct. dans en terget.

1 I 500 lb. inst. deno jettisomed.

2700 I .50 oal.

SORPIDENTIAL

### CORPIDENTIAL

71st Tactical Recommensance Group

16 April 1945

TO: Commanding General, For East Air Forces (F), AND 905.

FIRM, MISSION REPORT

- i. 106-0-9-E, Se Mission No 120, 110th Tac Ren Q, 71st Tac Ren Op, 16 April 1945, two F-6's.
- 8. VR \$ 2.
- G. 10 1300 TL 1630

101 1320-1610 Alt 3000 ft. to minimum

D. Mission completed.

One individual strafing pass on truck concealed under tree in north part of town of PERSELANDA (17 deg 37 min S-121 deg 1/7 min E) obtained hits but no observed results.

8 individual strafing passes on buildings in 16010 (17 deg 15 min E-121 deg 14 min E) resulted in sacke from one building only observed results.

- B. through H. Mil.
- I. Route: VA 2.

  Bil sighting at minimum eltitude of planes reported at FEMARDARICA
  (17 deg 57 min E-121 deg 1/7 min E) but may possibly be in the area
  cancuflaged or hidden under thick clumps of trees.

Fil eighting of reported trucks in vicinity of MAGAP17 (18 deg 06 min H-121 deg 10 min E).

Buildings destroyed and grass burned off area at 18 deg 09 min H-121 deg 10 min H, attacked 13 April 1985.

Bil sighting of reported airstrip at FATTAD (18 deg 15 min B-121 deg 30 min B). One rice field northwest of town about 800 ft. long but did not show signs of any useage and pilots do not believe it would be possible to take off in this limited distance.

- J. Morthern mountains 5/10 between 5000 and 5000 ft. with tops building up northward to 15,000 ft. Cadaras Valley 2/10 at 1,000 ft.
- K. Amlow and Etchison.
- L. 2300 I .50 cal.

CONFIDERTIAL

#### COMPIDENTIAL

110TH TACTICAL RECORDADS NOT SQUADED H 71st Pactical Recommunications Group

16 April 1945

PO: Commanding General, Fer Sast Air Forces (P), 400-925. Att: AC of 3, A-2. (Through Channels)

FINAL MISSION REPORT

- A. 106-6-6, Sq Mission No 121, 110th Tee Son Sq, 71st Tee Son Sp, 16 April 1916, two 8-6's.
- B. VR 9 3.
- G. TO 1320 TL 1520

107 1335-1665 At 12,000 ft. to minimum

- L. Mission completed.
- E. through H. Hil.
- L. Route: Wi 3.

At 17 deg 02 min N-120 deg 56 min E, e emonflaged truck parked in middle of road fasing orth.

On second ridge north of town of BOMNOG (17 dog 05 min M-121 dog 98 m n B) was XX, 1300, arrow and "SOODS". Did not attack indicated target due to restrictions.

5 miles mortheast of BERTCC was one group of six and another group of three civilian dressed individuals, each with large heavy loads carried either en back or no neck joke polo. No guns observed from 200 ft. Aid not wave or take caver as planes circled area. New four other groups between this area and 17 deg 25 min R-121deg 18 min R. All welking north. May have been more groups not sighted due to clouds and marrow campons in which read is located.

At 17 dag 09 min H-121 deg 03 min E, dirt road block across entire road 3 ft. high and 2 ft. wide.

- J. 340010 AREA closed in from deck to 13,000 ft. Mountains north of Baguio 5/10 at 7000 ft. and extends castward over GARAYAN VALLEY.
- E. Pilots: Duenning and pencer.
- L. Mil.

COMPIDENTIAL

#### CONFIDENTIAL

71st Tackiesh Reconnelssames Group

16 April 1965

TO: Commanding General, For East Air Forces (F), APO 925. Att: AC of S, A-2. (Through Channels)

#### FIRM HIS ION REPORT

- 4. 106-2-7-B, 3q Mission No 122, 110th Tee Rom 3q, 71st Tee Rem 3p, 16 April 1915, two F-6's.
- B. VR # 5.
- C. 70 1315 TOF 1/15-1515
  TL 1600 At minimum
- D. Missian inemplete due to WI.
- E. through H. Mi.
- I. Route: Vk \$ 5 as fer cest as 123 deg 20 min 8.
  Filipinos in all eress west of BAST (11 deg 11 min 8-122 deg 57 min 8) were waving to planes.
- J. Central plains 6/10 overcast based at 6000 ft. 10/10 cumiles over mo ntain areas cast of HARLLA. Accordered CATO on TATABAS Frovince. Scattered rain squalls and hage in CAMARIMAN SCRIE. Rest of 123 deg 20 min E rain with 10/10 on dock.
- L. Regan and Levson.
- L. Bil.

CORPIDERTIAL

#### CONFIDENTIAL

110TH TAUVISIAL RECORDANCE SECR SQUARROW 71st Inctical Recommaissance Group APO

18 pril 1945

TO: Commending Ceneral, For East Air Forces (P), APC 225.

FINAL MI SION REPORT

A. 108-C-2-E, by Mission Se 123, 116th Ise hom by, 71st Ico Rem Sp, 18 byril 1985, two F-6's.

Va # 2.

- c. TO 0730 TL 1100 TOT 0750-1030 At 9000 Pt. to minimum
- B. Rissian completed.
  6 individual strafing passes on target one mile of LLBAN (17 deg 08 min B-121 deg 53 min B) designated by Guerilla arrow, resulted in hits on 10 to 15 mina buildings but no observed fires or make.
- N. through G. Mil.
- H. Yes, obliques of lifeboat at 17 deg 21 min R-128 deg 22 min E at 0900, of TUSUS ARMO disposal areas at 0915.
- L. Houses TR # 2. Only sightings in villages west of PALSKA BAT (17 deg 06 min B-122 deg 26 min E) was neked natives. Fo sighting of any possible radio masts or any barges on FALSKAS RIVER. Sighted three native o sneet tied in river at JUNUARD.

Pulled up on beach at 17 deg 21 min 2-122 deg 22 min 8 was 15 ft. life boat, seemed in good condition. So oth or sighting of any activity in this area.

Palabas area well covered by denne timber denying recco of area on forest floor.

Valley at base of Siena Manne Rason armining morth from violatity of 17 deg 37 min 8-122 deg 54 min 8 has two serviceshie well used roads running down valley. Filets observed that road 41 not follow straight lines across flats but hagged inner edges of groves the brush area as though attempting to demy sir observation. Extensive logging operations indicated by decks of logs and 15 or 20 logged off areas in vicinity of BANTAR (17 deg 55 min 8-121 deg 50 min 8). Observed much vehicular treet sign cast and west sais from highery 5 entire longth of valley. Jondon type bridge on west side of destroyed bridge & mile south of GATTARAS is completed except for 15 ft. center section.

- J. GAVU except for 5/10 at 9000 ft. over SIERRA RADRAS and over CARABRAIO MFS.
- treit and Banmen.
- I .50 onl.

### CORFIDERTIAL

71st Taotical communica co Group

10 April 1945

To: Commanding Command, For most sir Forces (P), NO 925. Att: NO of S, 8-2. (Through Chample)

Fillian Tal son March

- 4 100-0-1-3. Sy discion So. 12h, 18 April 19.5, 110th Tac Son Sq. 71st Tac Son Op,
- B. VR 3.

C. Take off CTAS/A. Time over target 0800-1015/4. Altitue ominimum.

. Mission completed.

10 indiviousl straffing passes on radio station previously reported at 17 dec 07 min 8-121 dec 53 min 8 with hits on tin-roofed buildings and nips sheet but no fires.

h individual straffing passes on new mine building at proviously reported reder installation at 17 deg Ol min H-121 deg 51 min 3 resolved in destroying building by fire.

5 individual strafing passes on cave and treach on ridge commanding road 500 yards SE of BANDLIAN (17 deg Ol min N-121 deg 50 min E) with no observed results.

2 individual strafing passes on oil drum jetty at Martin caused outer and to lower in street.

- 6. Slight, small arms, imaccurate at minimum eltitude from trench and cave 500 yards 55 of MANULLAN (17 deg 01 min 5-121 deg 50 min 5).
- E. You. Verticals of A/S's at THURSDAIN, GEO, IFE, GARLY HOSTE, at 0930-1000/1.
- I. Routes VR 13, thomee down CADAINS VALLET and to Base.

Observed two-strand telephone line on Neot side of MADUIG-BORROG. Todaso ALAD road in vicinity of 16 deg 55 min H--120 deg 55 min R.

230 yards of 400 " PLACE (16 dog 2) min 5-120 dog 57 min 5) was omtoufloged our parked alongside road, heating undetermined.

On ridge top in vicinity of 16 deg 57 min 8-120 deg 58 min 8 was 30 to 40 ft. tower with flat roofless pletform. Observation from tower would command great length of road. He other installation observed due to dense timber.

> GUNFLUESTIAL -1-

THIS PAGE IS UNCLASSIFIED CONFIDERTAL Mission Ro. 103-0-4-8, (Continued) ligth The Con Sq Road from BO TOO to TURBSARAD from vicinity of 17 deg 15 min Be-121 deg 08 min E to Northoast is serviceable. Land alides elegred may, and road blocks removed. small jetty built on oil drams in river opposite town of MADOLLAN (17 deg Ol min N-121 deg 50 min N. I. Pilots: Twiggs, Maiser. L. 2650 X .50 cml. GORRICERTIAL - 2 -

# CORFIDERTIAL

110TH TAUTICAL RECORDALISANCE SQUARROR TIST TROUBLESS RECORD RECORD

18 April 1945

TO: Commanding General, Far Sest Air Forces (F), APO 925.

### FINAL HIS TON MEPORT

- A. 108-3-6-3. Sq Mission No. 125, 18 April 1945, 110th Tee Ren Sq, 71st Tee Ren Sp, two F-6's.
- B. W. 15.
- C. TO 0750/1. TOT 0855/1-0925/1. Ti 1090/1. Alvitude minimum.
- D. Mission sampleted.
- 2. thru 2. 31.
- I. Rouber Va 75.
  All highway one reliesy bridges observed were serviceable over Va 55.
- J. In route and over target CAVI except for . Is scattered alouds over hill area of Section Tallets.
- E. Pilots: O'Meill, Rys.
- L. 163.

COMPIDENTIAL

## CORPIDENTIAL

That Tectical Accommanded a quantity of Tectical Accommanded or To

18 April 1945

To: Commanding Comerci, Per East Mr Perces (F), 470 925.

FIRM, MI LOW ANTONY

- o. 100-0-7-5, og Mission No 125, 110th Teo Non Sq. 71st Teo Son Sp. 13
- 3. Soubout and strafed riige at 16 deg 57 min 8-120 dog 39 min 8 on direction of strafed + 5.
- C. TO 0010 TL 1010 TOT 0900-0970 at 13,000 ft. to minimum.
- La Masion completed.

7 bombs and one individual scrafing pass on make marked target area with no observed results.

- 6 individual strafing passes on t remokes along NASURALAR road side and two adjocant buildings 500 yards morth of above ridge with no observed results.
- E. through H. Mil.
- L. Mouter Direct.
- d. CAFU except for small scattered clouds on recentain tops in terget area.
- E. Soland, Kauffhan, Saydar and Stantson.
- L. 7 % 500 1b. inst. demos on target
  - 1 % 500 lb. inot, deno lung and was jettlemed safe in Marbor.

I . 50 cal.

CONFIDENTIAL

### CORFICZATIAL

110TH TACTICAL RECORDAL SAME SAME GROUP

18 April 1945

TO: Commanding General, Fer East Mir Forces (F), APO 925.
Att: AC of S, A-2. (Through Channels)

#### PINAL MISSION REPORT

- A. 108-6-1-5.
  Sq Hissian Sc. 127, 18 April 1965, 119th Tec Sen Sq. 71st Tec Sen Sp, two F-6's.
- B. VR 11.
- c. 70 1300/1. 707 1330-1530/1. TL 1630/1. Altitude 13,000 ft. to minimum.
- D. Mission completed.
- E. thru H. Hil.
- I. Routes VR 1.

Mil sightings not previously reported.

- J. Sn route and returns CAW. Nestern mountains 8/10 with tops at 12,000 to 13,000 ft.
- K. Pilotas Hough, Voegli.
- L. B11.

COBFIDESTIAL

# CONFIDERTIAL

110TH TACTICAL SECONDAISSANCE SQUARROR 71st Tactical Recommaissance Group

18 April 1915

To: Commanding General, Far East Mir Forces (P), 4FO 925. Att: AS of 5, A-2. (Enrough Charmole)

# FIRM BISSIUS SEPORT

- 108-0-3-8. Sq Mission No. 128, 18 April 1945, 116th Tec Sen Sq. 71st Tec Sen Sp. two F-6's.
- B. VR 12
- C. TO 1330/L. TOT 1350-1530/L. TL 1600/L. Attitude minimum.
- L. Masion completed.

4 individual straffing passes on town on East bank of Canal and Mark at 17 deg 25 min N-121 deg 147 min E indicated by guarrilla Wost bank arrow with no observed results.

6 individual strafing passes on large building on West side of Highway 55 at L&-LO (18 dog 12 min M-121 dog 39 min M) with nil fire or

- 5. Ware S. 1911.
- I. Boute: Wi J2.

Mil sightings not proviously reported.

- J. CAMARIE VELLET: CAVO.
  CAMARILO MOUNTAINS: 8/10 covered, tops at 10,000 to 12,000 ft.
- E. Pilote: Cheridan, Quensing.
- L. 3500 X . 50 cal.

COMPIDENTIAL

# CORFIDENTIAL

71st Tactical Reconneissance Group
APO 70

18 April 1945

To: Commending General, For East Mir Forces (P), 200 929. Met: AC of S, 2-2. (Through Channels)

### FIRE HISSIGN REPORT

- A. 108-6-5-3.
  Sq Mission No. 129, 18 April 1945, 110th Tee Rem Sq. 71st Teo Rem Sp. two F-6's.
- B. W. //3.
- C. TO 110/1. TOT 1755-125/1. T. 1625/1. Attitude minimum.
- i. Mission incomplete due to souther.

h individual strefing passes on town of TEMENEE (17 deg 15 min H-121 deg 19 min E) and in tree sovered gree between town and river resulted in one building after and one moking.

4 individual strafing passes on town of 16016 (17 deg 15 min 8-121 deg

- E, thru E. Ril.
- I. Routes Wit 3, themee down CADATAN TALLET and to Base.

In SW section of BALASIS (17 deg 22 min S-121 deg 49 min E) were two twenty-foot poles supported by guy wires. He asriel or adjacent buildings observed.

Town of TEMANIEI (17 dog 16 min 3-121 deg 19 min E) had five large fires burning from some previous strike.

Town of Canday, one mile No of TUTUSCARAD (17 deg 30 min N-121 deg 14) min N) was aftre from some previous air attack.

Rown of CATATANAN (18 dog 10 min 5-121 day 39 min 5) was completely aftire.

- J. Western mountains 8/10 clouds from mountain tops to 12,000 ft.
- E. Pilote: Breiger, Boardnen.
- L. 3000 I .50 cal.

CONFIDERTIAL

# COMPIDENTIAL

71 of Tactical Socom is said Group 40 70

18 April 1955

The Commanding Comorel, Far Bast Air Forces (F), MFC 925.
Atts & af S, &-2. (Through Channels)

#### FIRST BIS TO BEFORE

- 108-0-8-8. Sq Mission 130, 18 April 1955, 110th Zac Ren Sq. 71st Lac Sen Sp.
- 8. Book and strate as directed by MINIST 5.
- c. To 1550/1. Tot 1400-145/1. To 1530/1. Altitude 6000 ft. to minimum.
- bivouse area at 17 des 22 min 24-120 des 29 min 2 as directed by said 3 required in destruction by fire of five sign-type buildings 1/2 mile South of above target resulted in destruction by fire of five sign-type buildings 1/2 mile South of above target resulted in destruction by fire of four
- E. thru H. 1111.
- L. Router direct.
- K. Flictes Paperland, Pord, Mermond, Nebblious,

While returning from mission, planes were flying in trail fornation. After suspirition of as benchmann and wille in shellow dive Member he plane was seen on his back passing under master 3's wing. The right trailing of the collided equinat right site of #2's fuselage just behind trailing edge of wing. We plane explosed and #4 plane crashed into bay with one wing and part of tail assembly missing. One parachuse were within five minutes. Academic occurred at 1900/1 at an eletitude of LICATEN COLD.

Milled in action:
Plight Officer SUREN S. FAC, AND I-128706. N-6 Mi-11939.
Flight Officer OLIVER G. MATTERIS, dr., I-126975. F-6 Mi-11939.

L. S I 500 lb. inst. deno bombs dropped on target.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED COMPIDENTIAL 71st Taction Reconneiseance Group 18 April 1945 TO: Commanding General, Far East Air Forces (F), 20 925. Att: Al of 3, 5-2. (Through Chemists) FIRE BL. ION BEFORT 4. 100-0-10-1, on Mission No 131, 110th Two Ren 7, 71st Tso Ren Cp, 18 A. poolal Photo of MONTHER MAL C. TO 1255 TL 1515 TOT 1315-1365 At 1000 Pt. D. Mission completed. E. through G. Hil. H. Yos, obliques of snowy installations at 1305 Item. L. Route: Direct. Broken cualius at 4500 ft. en route and over target. option and Johnson. L. 311.

#### COMPIDENTIAL

72ot Testical Recognitions Group

19 Spril 1945

No: Commanding General, For Mest Air For des (F), NO 925.

FIRE, HIS IGN REPORT

- 4. 109-Colon, & Mission to 132, 110th Teo Son 4, 71st Tee Son Sp. 19 pril 195, two 8-6's.
- B. TS 7 1.
- 6. 10 0730 107 0830-0315 TL 1030 At minimum.
- a dissign employed.

h individual strating passes on 25 ft. covered large anchored in river at 18 deg 16 min 2-121 deg 10 min 2 with hits but no observed results.

- S. thr gh S. Hl.
- L. Route: Who I, thereo return via CASTAN VALUE.

Figs. I Labor Town of FG-s (10 dog 52 min 8-121 dog 17 min 5) has bursed to ground. It 18 dog 53 min 8-121 dog 30 min 2, h men mine type buildings under construction in monded error. Inland perfector area between 7 and 8 mile empty consisting of for holes, slit transfers, all were open, appeared to be uncompied, and were in good consistion. Estimated 50 or more for holes, eleven alit transfers. For holes had small soul director revoluent on outer side.

de Mesther: Mast coast CATO.

Target area h/10 at 1900 ft. about 900 ft. thick.

- L. Irohambeenit and Consors.
- L. 2000 X . 30 c sl.

COMPISSITIAL

#### COUFIDERTIAL

110TH TACTICAL RECORDAL SANCE OF AREA (VA. SON 71st Tactical Recordal senses Group 80 70

19 april 1945

Tu: Commanding Command, For Best Air Forces (F), 20 925.

FINAL MISSION MEFORT

- A. 109-C-8-E, -Mission No 133, 110th Tan Son q. 71st Tes Son Op, 19 April 1966, 7 F-10's.
- B. Bond and strafe highway area west of BASTIC (16 day 25 min 5-120 day 35 min 5).
- 6. 20 0800 For 0820-0915 ML 0945 At 10,000 ft. to minimum
- D. 7 bombs in terget erea designated by BURNY at 852.0-1985.8 with results unabserved.

20 individual straffing passes on Rips opposing ground troops on highway 9 in widelity of 121 43 (830.3-1988.0) with results unobserved.

- No through No Wil.
- L. Boutes Direct.
- J. GAVE.
- No rilots: Deen, Strait, Moyaka, Boardann, Bratteli, Spten and Snyder.
  3 bombs were duds, aming wires returned.

trafing reported by 2005Y as excellent. Suport so close that AF reported links and empty cartridge cases falling on our troops.

L. 7 X 500 lb. banks

X .50 oal.

COMPIDENTIAL

#### COMPIDENTIAL

71st Eschiol Seconsisance Group

19 (pril 1945

To: Commanding Coneral, Far Sest Air Forces (F), FO 925. Att: AC of 5, A-2. (Through Chammels)

#### FIRE MIN DOR REPORT

- 4. 109-0-10-8, an Mission No 134, 110th Tac Ren ap. 71st Tac Ren Gp. 19 April 1945, 7 F-40's.
- B. Bost and strafe BAJT CAGAYAE VALLEY Tergets.
- C. TO 1230 TOT 1315-1350 TL 1420 Alt 5000 ft. to minimum One Staff with rough engine accompanied by oscort landed at 1325.
- D. Frimary obscured by weather so attached SaRIT MORTE A/D (16 deg 10 min H121 deg 10 min E).

  Four boste in wooded dispersal area immediately south of east end of runway resulted in flying debris of lumber and one grass fire. One bomb
  eratered intersection of two runwags.

h individual strafing passes on essouflaged plane north of east and of GARIT MORTE but only observed result was thin column of white smoke. Plane believed destroyed due to concentration of hits.

- 6 individual strafing passes on same wooded rea resulted in destroying one grass but by fire and starting two grass fires.
- E. through H. Wil.
- I. Soute: Base to BASUIG GARIT MORES return direct.

form of SANTIARO (16 deg 1/2 min 8-121 deg 33 min 8) completely aftre-

In heavy tree area of revenuents north of east and of GARIT MORTE AD was silivery simplane well compourlaged. Serviceability unknown the to dense cover and canouflage but pilots believe it was two place single engine plane and probably serviceable.

- J. CARABALLO MTS. 8/10 up to 10,000 ft.
  - 1/10 broken at 9000 ft. over GARIT MORTS.
- K. Lonigan, Gramford, Twigge, Hammer, O'Seill, Kreiger and Keiser.
- L. 5 % 500 1b. inst. demos on terget eroe

2 % 500 lb. inst. demos jettisomed at sea.

2300 X .50 oal.

#### COMPIDENTIAL

71st Tactical Reconselsance Group
APO 70

19 April 1945

To: Commanding Comeral, For East Mir Forces (P), Nº0 925.

#### FIRM MISSION REPORT

- 4. 109-C-9-E, & Mission No 135, 110th Tao Ron &, 71st Teo Ron &p, 19 April 1945, Soven R-6's.
- B. Boshed bridge at IFR (16 deg 42 min M-121 deg 76 min B).
- c. TO 1230 TOT 1315-1345 WL 1140 At 7000 ft. to minimum
- B. Frinary closed by weather so bombed bridge on highway 5 (16 deg 12 min Na. 121 deg 38 min S).

14 bombs in target area with no hits on bridge but fired five or six mips type buts adjacent to bridge.

16 individual strafing passes resulted in hits on black sedam under tree 500 yards west of bridge and just south of highest 5, hits on wooded erea north and across read and res of buildings on north side of IFE with no observed fires or sucke.

- S. through H. Hil.
- I. Routes Bese Baddilo Irli and return.
- J. CARABALO HTS. 5/10 cumulus from 4000 to 13,000 ft.
  South CARAIAN VALLEY 1/10 2/10 scattered cumulus at 1,000 to 7000 ft.
- K. Peterson, Stohison, Sheridan, Duensing, Vosgeli, Abalov and Kauffman.
- L. 14 X 500 1b. inst. demos on target 3000 X .50 cal.

COMPIDENTIAL

0 4 2 6

# COMPIDENTIAL

110TH TACTICAL RECORDALS ANDE SQUADRON 71st Tactical Recommaissance Group

20 April 1945

To: Commanding General, Far Sest Mr Screen (P), APO 925.
Att: M of S, A-2. (Through Channels)

FIRM. HI TON ASPONTS

- 4. 110-C-1-8.
  Sq Mission No. 136, 20 April 1745, 110th Tec Ren Sq, 71st Tec Ren Sp, six P-10's.
- B. Bomb positions South of Camp h. Secondary: Bomb as directed by HEPERN 1.
- C. TO 0945/L. TOT 1015-1100/L. Th. 1145/L. Altitude 6000 ft. to minimum.
- D. Frimery target weathered in, so proceeded to secondary and bombed under direction of NGPHEM 1 near VIGEN.
  - 6 bombs dropped in target area designated within 200 yerds of position 30.5-23.6 [3263-1 Bassumm 1:50.000]. No observed results other than a few scattered small grass fires. Is individual strating passes on same area with unobserved results other than grass fires. Target was two MAS positions in area, but were not observed by planes.
- E. thru E. Hl.
- I. Mil.
- 3. Solid overcast at 3500 ft. over mountains, CAVU giong coast.
- H. Filots: Bagum, Stehison, Strait, Dusssing, Twiggs, Spyder. surnaw 1 had few targets and could not give flight specific location of MAD positions, spolegized for not having more information.
- L. 6 I 900 lb. demo bombs, inst., dropped on target.

COMPIDENTIAL

# COEFICENTIAL

71=t Tactical Recorded Sance Squared 71=t Tactical Recorded Season Group

20 April 1945

TO: Commanding General, For Sast Mr Forces (P), APO 925.
Att: N of S, A-2. (Through Chample)

#### FIRAL MISSION REPORT

- A. 110-0-2-8.
  Sq Mission No. 137, 20 April 195, 110th Tao Ron Sq. 71st Tao Ron Op, six P-10's.
- B. Bomb IGUIG bridge (17 deg h5 min N-121 deg hh min E).
- c. TO 1330/1. TOT 11:10-11:30/1. TL 1515/1. Altitude 11:000 Pt. to minimum.
- D. One 500 lb. bend in center of read at Morth end of bridge, destroying read approach. One bend in center of creek about 20 ft. West of bridge. One bend 30 ft. West of bridge. Two duds, one scaleded from concussion of later tend bit. Wil specific design observed other than readway and to planking.

Bridge temperarily impassible. Approach at North and damaged and a few boards from bridge blown off. Bridge spearantly not badly damaged.

- L thru L. Hil.
- J. 8/10 covered at 11,000 ft. over mountains. 6/10 covered at 6000 ft.
- E. Pilots: Rule, Keuffman, Meiser, Lawson, Upton, Johnson.
- L. Hil.

CONFIDENTIAL

# COMPIDERTIAL

72 st Taotical Recommaissance Group

20 April 1945

TO: Consending Coneral, Fer East Air Forces (F), APO 925.

## PIRAL BIS ION S PORT

- A 110-CalmE. Sq Mission No. 138, 20 April 1945, 110th Tee Non Sq. 71st Tee Non Gp.
- B. Bomb bridge at G.800 (17 deg 05 min 8-121 deg 50 min 8).
- c. To 1345/1. Tot 1445-1145/1. Th 1530/1. Altitude 12,000 ft. to minimum.
- D. Two 500 lb. bombs in conter of road about 15 ft. North of bridge damaging road. Two bombs at edge of road and bridge on North side damaging road. Unknown damage to bridge. Two bombs in center of road about 10 ft. South of bridge damaged road. Two bombs in center of crock knocking out some of the pilling causing bridge to sag slightly on South bombs about 20 yerds SH and two about 100 yerds SH with all damage. Two bombs about 20 yerds SH and two about 100 yerds SH with all damage. Two of road about 20 ft. South of bridge sith all damage. Two bombs about 20 ft. South of bridge damaged road. Four bombs in center 20 ft. We of bridge with all damage. Approach to bridge on South and South destroyed. Bridge damaged, possibly badly and at least temporarily unserviceable.

Six individual strafing passes on target area at position 980.9-2070.8 (Lusen 19, 1:53, 350) mear town of CALMARWII North of CANU. Target was indicated by panels caroes river. Arrow pointed approximately 120 degrees with letters New are and figures 500 chown. 2-3 houses burning badly from strafing, possibly a few others burned later. Further results unobserved in foliage.

- E. thru L. Nil.
- J. 6/10 covered at 12,000 ft. over nountains. 4/10 cumulus at 5500 ft.
- K. Filots: Fritts, Wosgli, Krioger, Archembegult, Dean, Koykka, Hough, Connors, Alulov, Spencer, Crasford.
- L. 22 X 500 lb. inst. dezo bombs dropped on target.

COMPIDENTIAL

# CORFIGSBILAL

71st Tactical Recommaissance Group
#PO 70

21 April 1965

20: Commanding General, For East Air Forces (F), AFO 925. Abt: AS of 3, A-2. (Through Champels)

#### PINAL HISSION REPORT

- A. 111-5-3-8.
  Sq Mission No. 139, 21 April 195, 110th Tac Ron Sq, 71st Tac Ron Gp,
- B. W. A.
- c. TO 07/15/1. TOT 08/15-09/15/1. Th 1015/1. Altitude 11,000 ft. to minimum.
- D. thru H. Mil.
- I. Soute: North along Nest coast of LUZON, thence circled FUGA, DALUFIRI, and CALATAN ILLENS North of LUZON and return along coast.

Burned BETTY on airstrip on SS edge of Calaras Island (19 deg 17 min B-121 deg 30 min S). At MS end of airstrip are 10-15 degetts and many tromphos and fox holes, all occupied. About h compiled M/D positions also in this area. Not execuflaged. Built fairly recently and not difficult to observe. Mratrip is serviceable and shows no evidence of ever being bombed. Approximate length 3000 ft. Strip appears to be in better condition than when previously sighted. Strip is much more distinguishable than formerly.

- 4. CAVU along coast North to En tip of LUZOH. 8/10 to 10/10 covered at 2000 ft. over islands North of LUZOH.
- E. Pilots: C'Heil, Lewson.
- L. B1.

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### CONFIDENTIAL

Tet Tection Recommensage Squaren

21 April 1945

To: Commanding General, Far East dir Forces (P), NO 925. Att: E of 8, A-2. (Through Channels)

FEMAL MI TOR BEFORE

- 4. 111-C-1-M, og Mission No 110, 110th Tac Ron q, 71st Too Ron Gp, 21 April 1965, 12 F-62's.
- B. Bomb west of BASUIO (16 deg 25 min E-120 deg 33 min E) on direction of BUREY.
- c. TO 0815 TOT 0830-0900 TL 0915 Alt 12,000 to 5000 ft.
- D. Hit tergets designated by SUSET and marked by white phosphorous. All bembe in terget area. 2 bembs destroyed road at position 31.7-86.2, BECUIO 3250-II, 1/50,000. 2 bembs destroyed group of 4 desinged buildings at position 31.6-85.8. 2 bembs designed or destroyed 3-4 desinged buildings. No other specific observed results because of heavy foliage.
- E. through L. Nil.
- d. Wosther: CAVU with heavy hage.
- H. Flight leader contacted BURNY as required. BURNY designated target with smoke shells which were along the road from position 32.5-85.6 to 31.5-86.2 part of which was close to or behind freindly troop line according to information given this equadrom for briefing. Flight leader told BURNY that the flight had been briefed by 5-2 officer that this was friendly territory, but BURNY seld target was 0% and to go shead and bomb. Flight leader notified BURNY that he would bomb as directed but that BURNY would have to assume the responsibility. While planes were bombing BURNY kept telling flight leader that bombing was good.

Too many A/C in target area for proper performance of mission. P-38's wore bombing to the M and some of the planes were over area being hit by this organization. 4 P-51's flow through this equadron's formation as they were coming out of bomb run elmost coursing collison. Could not identify planes. Also difficulty was encountered because of so many A/C operating in area on same radio charmel.

L. 24 I 500 lb. inst. demos. bombs

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### CONFIDENTIAL

71st Testical Recommensance Group
APO 70

21 April 1945

To: Commanding Commal, For Sout Air Forces (P), ADO 925.

FIRSL MI LOS MAPORT

- 4. 111-0-2-2, by Marien He lid. 110th Tee Ren Mg. 71st Tee en Sp. 21 pril 1915, six Paip's.
- L. Bomb at direction of NEFHEN FIVE near LUMA.
- c. To 0815/1. TOT 0900-0945/1. Th 1015/1. Attitude 10,000 ft. to minimum.
- b. Six bombs in target area designated by MEFRON FIVE in 1-5. Target was hill with M/O position and transhes at position 47.1-50.0 (CHAVARTAS FIGURE 1.50.000). Two bombs dude, four bombs within 1--200 yerds of designated target with nil observed damage. It individual strafing passes on same target area with nil observed damage other than slight trace of write make from hill.
- E. thru I. Wil.
- J. CAVU.
- E. Filoto: Sheridan, Spencer, Wosgell, Archanboault, Bantum, Ammaing.

Very difficult to properly conduct strike in this menner, crews should be briefed to ground and target designated prior to take off with SAP station giving additional information when please are ever target. In this strike please had difficulty with communications because of many other AC operating in vicinity on seas channel. Please could not contact BUNET and heard NEriam FIWS only with difficulty. NIFREW FIVE led please in C.K. and gave good directions, but it is confusing to flight when they know nothing of target prior to strike.

1. 6 % 50. 1b. inst. demo bosbe dropped on target. 35.0 % .50 cal.

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71st Tactical Recommaissance Group
APC 70

21 April 1945

20: Commending General, For East Ar Forces (P), 200 925.
Att: SC of S, 4-2. (Through Channels)

### FIRST MISSION REPORT

- 4. 111-C-5-5, og Mission No 1/12, 110th las Sen og, 71st Tee Sen op, 21 April 1965, 6 F-10's.
- B. Bosh bridge at TUPANO (17 deg 55 min B-121 deg 37 min B).
- C. TO 1220 TOT 1330-1400 TL 1425 At 11,000 ft. to minimum
- B. Primary target weathered in so hit target designated by MEPHEN I at read junction at BARIBARIT 28.5-20.3, BORFUED 3263-I 1/50,000, just in
  - 41 4 bombs in wooded area just south of read within 50 yards of position 28.6-20.2.
  - 20 ft. equare building destroyed by burning only observed damage from bombing.
- B. through I. Sil.
- J. Weather: 10/10 overcast from 11,000 ft. down over CASAXAN VALLEY.
  CAVE slong coest and over secondary target.
- E. One SHAFU with hot engine returned with wingness at 11,05. Jettisomed bombs cafe every from shipping W. of SAN FRANKADO.
- L. 4 X 500 1b. inst. dans. on terget.
  - 2 X 500 lb. inst. demos. gettisomed in bey.

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# COMPIDENTIAL

110TH TACTICAL REGIONAL SAFOR SQUADERS 71st Tactical Recommensured Group

21 April 1945

To: Commanding General, For East Air Porces (F), 200 925.

### FINAL MISSION REPORT

- 4. 111-6-1-E, to Mission to 1h3, 110th Tac Hon to, 71st Tac Hon Gp. 21 april 19h5, 12 F-6h's.
- B. Bomb and strafe Exchanges (16 deg 39 min H-121 deg 39 min H).
- c. To 1345 TOT 1500-1530 Th 1545 At. 14,000 to 5000 ft.
- D. Frinary terget obscured by weather. Planes them proceeded to secondary terget at 50 Med BM. There were so many planes waiting for epportunity to bend that the flight had to leave as they would have run out of gas before they could drop bombs.
- E. through I. Mil.
- J. Weather: Solid overcast at 11,000 ft. over Casaran Valley.

#### CATU over coast.

- E. One MSFU. Engine out out and wingson also returned at 1900. Jettiomed bombs safe in ocean away from shipping.
- L. 20 % 500 lb.inst. demos. bushs jettisomed sere in SOLVED BAY gray from all shipping.

CONFIDENTIAL

#### CORPIDENTIAL

# MORELUS AND LERBOOKS LE SITURY BIOIT 71st Tacticel Reconnaissance Group

22 April 1945

TO: Commending Conoral, For Sest Air Forces (P), 20 925.

#### FIRE MISSION REPORT

- 4. 112-6-1-8, og Mission No 1/1, 110th Teo Ren og, 71st Teo Ren op, 22 April 1945, two F-6K's.

  B. VR # 1.

  C. TO 0745 TOT 0815-0925 TL 1000 Alt. 11,000 ft. to minimum.
- Mission 80% completed. Rest not covered due to weather.
- B. through H. Bil.
- L. Route: Base to BASUIO (16 deg 55 min B-120 deg 10 min B) and BORNOC (17 deg 05 min B-120 deg 58 min B) to HARAS (16 deg 10 min B-121 deg 10 min B) to base.

Foot bridge at HEISA MERCECES (17 deg 00 min M-121 deg 20 min B) has been repaired and is serviceable.

Mil other important sightings not previously reported.

J. Weather: C.MAYAN VALLEY solid overcest with base from 1-700 ft. and tops at 11,000 ft.

Over neurtains 3/10 covered 7500-8500 ft. clong southern

9/10 to 10/10 covered at 8000 ft. in central mountain section.

- K. M11.
- L. Mil.

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### COMPIDERTIAL

71st Testical Recognations of the CT 71st Testical Recognations Group

22 pril 1945

To: Commending General, For Bast Ar Forces (P), 20 925. Att: N of 5, 5-2. (Through Channels)

### PISAL MISSION REPORT

- A. 112-d-11-E, by Mission No 116, 110th Toe Ren q, 71st Tee Ren p. 22
- 3. pecial Photo Masion of BARVIO MONO.
- C. 19 0815 TOY 0830-0900 TL 1030 At 9000 ft. to minimus
- D. 4 strafing passes on read running 8 from position 33.5-26.7, BORGUED 3263-1, 1/50,000, with mil observed results other than 1 small gross fire.

-asses unde at direction of Markin L.

h cur fing passes on omoufleged probable MA position on top of ridge at position 35-4-24.9 with mil observed results.

35.5-22.8 with large gress fires probably burning excusings off gum

1 strafing pass on 2/6 position firing at 1/6 from position approximately 30 yards 50 of gum position noted above. Sum possibly put out of service.

- k. through F. 111.
- G. Slight, MA, insecurate at minimum altitude, position probably 35.5-22.8.
- H. Took obliques and verticals of road from IRI IN to BANDIO.
- I. Approximately 500 yards NE of BADDIO along ridge running N-SE are about 3 heavy N/C positions built into NE side of hill and commanding area to the north and cast.
- J. Weather: Over tranget 2/10 covered at 7000 ft.

# CAVE along coast.

- E. Considerable interference from all types of planes in area. L-5's, P-38's, F-47's, two P-38's made hastile pass at one plane andmade unnecessary and uncomplimentary exament over radio. Extremely poor radio discipline in area.
- L. Est. 1100 X .50 cal.

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THIS PAGE IS UNCLASSIFIED COMPICARTIAL The faction accommission from 22 Marti 1975 10: Commading Consrel, For Such Mr Forces (V): 200 985. ALLTE AT THE PROPER 112-1-3-1, by Missien No 155, 210th has Non in That You am up, 22 toril 1005, 8 Feb. 3. A. Somb Hill how. 6. 10 0900 TOF 0990-1000 TL 1100 At 12,000 to minimum D. 15 books within 50-75 yeards of target marked by seeks at position 27.5-51.b. FISUR 3250-II 1/50,000. MI observed smaller. One book lang up and dropped a productely 100 pards II of target with mil observed designs. S. through R. 911. Barbas Edword to bergeb and remark. i. 2/10 compant at 5000 ft. over : argain loads james by many planes in area making to difficult for flight loader to contest planes. All operating all over area, above, below and near bye L. 16 % 900 lb. trop. bonbs. COMPTERMPTAL

#### COMPIDENTIAL

71st Tactical Recommissions Oreans 71st Tactical Recommissions Oreans

22 April 1845

TO: Commanding General, For East Mr Forces (F), AFO 925.
Abbs al of 5, A-2. (Through Channels)

FIRST HITCH REPORT

- A. 113-dalped, of Mission No 11/7, 110th Tee Non No. 71st Tee Non No. 22
- B. Book as directed by MUNIT.
- 6. TO 0955 TUT 1000-1050 Th 1105 At 8000 ft. to minimum
- h bembs on terget marked by make and two bembs approximately 150-200 yards do of target with all observed damage because of heavily forested area. Target was troop concentrations and M/B positions which were not seen by flight.
  - 5 strafing passes on seas area with all observed results.
- E. through I. Mil.
- J. Meather: Over torget 8/10 broken at 3000 Pt. down.
- Z. 311.
- L. 6 I 500 lb. inst. beabs

Est. 1000 X .50 ccl.

COSFIDERTIAL

#### CONFIDENTIAL

71st Tactical Recommissance Group
APO 70

22 Ampril 1945

TO: Commending General, For Bast Mr Forces (F), APO 925. Att: AC of 5, 4-2. (Through Channels)

FINAL MIS ION REPORT

- A. 112-C-2-E, Sq Mission No 11/8, 110th Tac Rem Sq, 71st Tac Ren Sp, 22 April 1945, two F-6K's.
- B. VR + 2.
- C. TO 1330 FOT 1345-1545 M. 1600 Alt 13,000 ft. to minimum
- D. Mission approx. 70% completed, rest not covered due to weather.
- E. through G. Mil.
- H. K-22 obliques of town of HIGAN (17 deg 10 min N-121 deg 50 min B).

  1 strip at 500 ft. on course SE.

  1 strip at 1000 ft. on course WHW.

Obliques of trenches along CADAYAS RIVER at 17 deg 17 min M-121 deg 17 min E at 500 ft. on course 360 deg.

Obliques of bridge at TUMAJINI (17 deg 17 min H-121 deg 16 min E) at 500 ft. heading 360 deg.

I. Route: Base to BACUIO (16 deg 25 min N-120 deg 35 min N) to BAYOMBONG (16 deg 29 min N-121 deg 07 min N) along highway 5 north to GATTARAN (18 deg 05 min N-121 deg 40 min N) then return.

Town of BONTOL (16 deg 30 min N-121 deg 13 min E) was burning with anoke to 300 ft. probably from an air strike.

6 large fires burning in town of ILIGAN (17 deg 10 min N-121 deg 50 min E) Planes passed over town and noticed no fires then when returning 10-15 minutes later fires were noticed with smeke up to clouds at 2500 ft. Did not see any A/C anywhere in vicinity. No people observed in town. Photos made of fires.

Bridge at TUMAUINI (17 deg 17 min H-121 deg h8 min B) had wooden planking burning and smoking slightly. No personnel observed in area. Photos made.

Many natives working with ex certs around area near SOLAMA (17 deg 10 min H-121 deg 15 min E). Unable to give more details or decide what people were doing as planes passed by too quickly. However, the natives waved at planes.

- J. Weather: 9/10 covered at 16000 ft. over mountains.
  7/10 covered from deck to 500 ft. over CAGAYAN VALLEY.
- K. Pilots: Lewis and Johnson.
- L. B11.

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1107R TESTICE MECORNALISES ALVANOR TIST Testical Recommaissance Group

22 April 1916

The Commanding General, For Bost Air Forces (F), No 925. Atts AC of S, S-R. (Through Champele)

FIRST MIS TON REPORT

- A. 112-C-5-E, 50 Mission We 149, 110th Ese Sen 3q, 71st Fee Sen 3p, 22 April 1745, 7 F-58's.
- B. Soub as directed by Marita 1.
- c. To 1315 TOT 1345-1445 TL 1515 At. 9000 ft. to minimum
- D. Boshed tunnel designated by BRFARM I at position 17.6-26.6, BARRUED 3263-I 1/50,000.

14 bombs within 25 yerds area in front of and above west and of turnel with mil important damage as turnel wouth was still partially even.

28 individual trafing passes on tunnel mouth, top of tunnel and fox holes on ridge running to the east. 3 grass fires only observed results from strafing.

- E. Mil.
- F. through H. Hil.
- L. 141.
- J. Menther: Over target h/10 covered at 3000 to 1000 ft.
- i. If directed tombing and strafing runs be made from IN to NE which was a very poor direction to secure good results from strafing as positions generally on east side of ridge.
- L. DA X 500 lb. inst. bombe

Est. 5500 X .50 cal.

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## COSPIDESTIAL

110TH Tastical RECOMMAIS AND SQUARROS 71st Tastical Recommaissance Group E-0 70

22 April 1945

To: Commanding General, For Sest Air Forces (F), 80 925.
Att: S of 3, 5-2. (Through Channels)

## PINAL MISSION AND CENT

- 4. 112-6-5, og Mission %c 190, 110th Tes Men og, 71st Tes Men o p, 22 spril 1945, six F-10\*s.
- B. Soul and strafe as directed by HAPRAN L.
- 0. 10 1320 TOT 1500-1620 TL 1640 Alt. 9000 Ft. to minimum
- BAY as plenes had to wait for opportunity to bomb and planes were getting low on gan and had to drop bombs and return before other planes cleared the erea.
- L. through L. Ml.
- J. Testher: Cavu along coast.

bolid overcast up to 12-15,000 ft. over mountains.

- R. loo many planes operating in area under one controller.
  - Filote: F/O Amlov, Las. Vocgeli, Stchison, Maiser, genner and Mithes.
- L. 6 X 500 Mb. inst. bombs solvoed safe in ocean.

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71st Tactical Recommissance Group

22 April 1945

TO: Commanding General, Fer Sast Air Forces (P), 20 925. Att: 40 of 8, 4-2. (Through Channels)

PINAL HI ICERTORY

- 4. 112-C-11-E, og Hissien No 191, 110th Tao Ren og, 71st Teo Ren Op, 22
- B. special photo mission.
- 6. 10 1315 TOT 1345-1400 Th 1430 At 3000 ft. to minimum
- D. Mission accomplished.
- %. through F. Mil.
- C. 181.
- E. R-22 verticals of 180 MER (11 deg 53 min N-121 deg 09 min N) from 3000 ft.
- 1. Two possible heavy gum positions essemileged under dipe roofs about 12 to 14 ft. square, built low to ground and supported by a single pole at each corner. Unable to determine what was under roof. One positions probably at 90.5-97.5 and other at 90.5-95.5, MORZED AND 1495-IV 1/50.000.

8-10 caves dug into west side of ridge near top at position 97.8-Ol.O have entrences about 2 by 4 ft. Appeared to be fairly new.

- J. GAVU.
- K. Bil.
- L. Hil.

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71st factical Renormalisation Group

23 April 1945

No. Commanding General, For Sest Sir Forces (F), APO 925. Stt: 80 of 3, 5-2. (Through Channels)

FIRM MASSION MORUS

- A. 113-0-1-5, on Mission No 152, 110th fac Rem Sq. 71st Tac Rem Sp. 23 april 1945, two P-40's.
- B. VR 7 1.
- 0. TO 0725 TOT 0765-0800 Th 0815 Alt 8000 ft. to minimus
- P. Mission incomplete.
- B. 311.
- F. through I. Hil.
- J. GAVO.
- A. Sagino on lead plane kept outling out while at minimum sivilude near 305700 (17 deg 00 min 5-120 deg 90 min 5). A/C returned, engine still rumming rough.
- l. 31.

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#### COSFIDERTIAL

71st Tactical Reconnelsages Group

23 spril 1945

TO: Commanding General, Fer East Air Forces (P), 470 925.

. FINA HUSIOS RECORT

- 2. 113-0-h-5, Sq Mission No 153, 110th Tac Sen Sq. 71st Tao Sen Sp. 23 April 1965, one F-51, three F-62's and four F-60's.
- B. Bomb as directed by BUNKY.
- c. TO 0700 TOT 0720-0755 EL 0830 Alt. 8000 ft. to minimum.
- D. SUMMY directed flight to bomb and strafe H/S positions in buildings at position 31.6-83.5. BASUID 3260-II 1/50,000.

Flames located field artillary positions in sense area and bested this terget. 2 bests destroyed white building about 15 by 20 ft. located about 150 ft. west of gun positions. Rest of bombs within 50-200 ft. of gun positions with undetermined results.

No direct hits, but several very close.

th individual strafing passes on some area with explosion in red building about 10 by 30 ft. blowing and off. Mil other observed results other than probable grass fire.

- B. through H. Eil.
- 1. Shout 1-500 yards west of gun positions attacked was a circular probable gam position 5-7 rt. in dismeter with fex holes extending about 5 ft. from either som. Position exacullaged and pilot could not determine what was in the position. One pilot caught glimpse of gun bernell that was attached and it appeared to be 1-5 ft. long.

BURNY notified flight that job was well done.

- d. CAVO.
- E. Filota: Lts. Dale, Smyder, Managed, Streit, Johnson, Veegeli, Archembesult and Capt. Molani.
- 1. 12 % 900 lb. inst. domos maiorismas. 9600 % .50 cel.

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## COMPIDERTIAL

# 110TH TACTICAL RECORDAL STANCE SQUARROR 71st Tastical Recommaissance Group

23 April 1945

TO: Commaning General, Far Sast Air Forces (F), AFO 925. Att: AD of 5, A-2. (Through Channels).

#### FIRAL BUS ION ESPORT

- A. 113-3-3-2.

  Up Mission No. 15h, 23 April 19h5, 110th Two Ren Sq. 71et Tse Ron Op, seven P-6K's.
- E. Cover B-25's on Postessa strike.
- c. 10 69hc/1. 107 1130-1220/1. The 11ho/1. Attitude 21,000--9000 ft.
- D. Mission completed.
- L. tiru 0. 111.
- Mine E-22 obliques on course of 130 degrees at 5000 ft., starting at 23 deg 17 min 2-120 deg 11 min 2, showing fires started by B-25 s.
  - Might exposures on course of 180 degrees at 8000 ft. starting at 23 deg 00 min M-120 deg 06 min M, showing MIMANSHO A/B.
- I. 311.
- d. In route, over target, and return, CAVO.
- K. Pilots: Fotorson, Stohlson, Hough, Downsing, Rogen, Herrica, Lowis.
- L. M1.

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# COMPIDENTIAL

That Tactical Recommanded Squares That Tactical Recommanded Science Group

23 April 1945

To: Commanding Coneral, For East Mir Forces (P), 200 925. Att: 20 of S, 4-2. (Through Channels)

## FINAL MISSION REPORT

- A. 113-C-12-R. Sq Masten No. 155, 23 April 1945, 110th Teo Hen Sq. 71st Teo Hon Op, two F-5K\*s.
- B. Special army photo mission.
- C. 20 1300/1. 207 1330-1430/1. 2. 1515/1. Attitude 5000 ft. to minimum.
- D. Mission completed.
- E. thru G. Hil.
- E. E-22 obliques and verticals of IPO SAE area (M. deg 53 min M-121 dag 09 min S).
- I. Bi sightings.
- d. En route and return 2/10 occurred at 5000 ft.
- E. Pilots: Triggs, Withou.
- L. Bil.

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# COBFIDSSTIAL

71st Tactical Moormaissance Group
APO 70

23 April 1945

TO: Communicating Comeral, For Seat Mir Forces (P), APO 925.
Att: MC of S, A-2. (Through Chemnels)

## FINAL MISSION MEPORT

- A. 113-C-2-R. Sq Mission No. 156, 23 April 1965, 110th Tao Ron Sq. 71st Tao Ron Sp, two F-10's.
- B. VR 1.
- C. TO 1310/1. TOT 1330-1135/1. TL 1510/1. Altitude 11,000 ft. to min.
- D. Mission ousploted.
- 2, thru E. M1.
- Scute: Followed regularly prescribed route of WR fl.
   Wil important sightings not previously reported. Clouds over much of area obscuring vision.
- J. 8/10 overcast up to 13,000 ft. over most of mountain areas. 5/10 overcast at 3000 ft. in CANANAN VALLEY.
- K. Pilots: O'Meil, Haiser.
- L. M1.

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# COMPIDENTIAL

71st Tactical Recognate and Squadron 71st Tactical Recognate since Group

24 April 1945

TO: Commending General, Fer East Mr Forces (P), AFO 925. Att: AD of 8, A-2. (Through Champels)

FIRSL MISSION REPORT

- A. 111-0-2-8, Sq Mission No 157, 110th Tao Ren Sq. 71st Tec Bon Op, 24 April 1985, two F-6E's.
- B. WI #2.
- 0. TO 0745/1. TOT 0810-0955/1. To 1015/1. Altitude 8000 ft. to minimum.
- D. Mission completed.
- a, thru H. Hil.
- I. Houte: Regularly prescribed route of YR #2.

At position believed 66.0-31.0 (18970YAN 3361-II) 1:50,000) was an observation platform about 50 ft. high built in branches of tree on high mound with ladders leading to ground and a h X h ft. tin-roofed dugout at bottom of tree. Frebably a NA position. Appeared to be unoccupied. This position would commend view of entire surrounding area.

- d. Da route, over target, and roturns CAVO with heavy hase building up to .2-- in covered from 6000 to 9000 ft.
- E. Pilots: Wither, Smyder.
- L. M1.

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### 110TH TACTICAL HECONNAISSANCE SQUARROR 71st Tectical Reconnaissance Group APC 70

24 April 1945

TO: Commending Conoral, For East Mr Forces (P), APO 925.
Att: AC of S. A-2. (Through Chemnels)

### FIRSL MIS JON REPORT

- A. 111-C-1-B, Sq Mission No 158, 110th Tac Mon Sq. 71st Tac Mon Sp, 24 April 1945, two F-6%'s.
- B. VR # 1.
- c. To 0300/1 TOT 0820-0900/1 Th 0945/1 At 8000 ft. to minimum
- D. Mission 50% completed as one A/C heled over TOOURD ARED.

2 individual strafing passes on 3 camouflaged barges 4000 ft. NE of A/S at TUJUSGARAO (17 deg 39 min N-121 deg 42 min B) with mil observed results other than many hits.

- E. 151.
- F. Mil.
- 6. light, medium, accurate at 500 ft. from MI corner of A/D at TUSUME ARED holling one A/C.
- H. M1.
- L. Route: Regularly prescribed VR # 1. Returned direct from TORUSGARAD.

  E-W R/R at TUSCEGARAD only one that appears serviceable. Three hangers that were strafed were essentlaged, hidden in trees and were made to look like houses and probably large enough for one small plane.
- J. En route, over target and returns CAVU.
- N. Filets: Lt. Turner and Lt. Hennum.
- L. Ret. 500 I .50 cal.

#### COMPIDENTIAL

HOTH TACTICAL RECORDAL MACES SQUARROW 71st Tactical Seconnaissance Group APO

2h April 1945

TO; Commanding General, For Sest Air Forces (P), 470 925.

PINAL HIS ION REPORT

- 4- 114-6-7-5, & Mission No 159, 110th fac Ron og, 71st fac Ren Op, 24, spril 1945, ten 8-6's and two 8-51's.
- B. Dive bomb TW AND bridge (17 deg 55 min 3-121 deg 38 min B). secondary: Haras I at CLVAC BAY.
- 8. 10 1330/1 TOT 1115-1515/1 TL 1600/1 At. 8000 ft. to minimum
- 1. 3 planes bombed bridge at 60.3-72.8 MAAA 3564-I 1/50,000. 1 bomb direct hit on south center of bridge denolishing south end. 1 bomb direct hit on bridge bypass west of bridge destroying it. 3 bombs within 25 yards of bridge with nil results. 1 bomb dud or not observed.

4 planes bombed bridge at position 99.9-71.8. 2 bombs direct hit on bridge already destroyed causing further desage. 6 bombs within 50 yards with nil desage.

5 planes bushed bridge at 58.4-68.5. 2 boshs hit in center of road approx. 10 ft. couth of bridge. Only denage observed was to road bod. 1 bosh on either side of road approx. 15 ft. couth of bridge. Possible additional desage to bridge. 1 bosh 10 ft. cent of bridge. Sale undetermined. 2 boshs on north bank of crock 20 ft. cent of bridge. Sal desage. 1 bosh 150 ft. Si of bridge. Sil desage. 2 duds on road south of bridge.

Arrow and T.T. with 1000 located at approx. positions 58.5-72.5. 28 individual strafing passes on target indicated which was 10-15 mips shacks surrounded by fox holes at position 60.6-73.0. Two shacks fired and

errow and T.T. at approx. positions 57.5-57.9. 15 individual strafing passes at target indicated which was 3 nips sharks at position 59.8-57.7. Two small grass fires only observed results.

- He through G. Hil.
- 2 K-22 obliques of steel bridge at position 17 deg 56 min K-121 deg 38 min E from 300 ft. on course 190 deg.
- En route and return: Solid evereast with tops at 13,000 ft. over MTS. Over target: 1/10 covered at 6000 ft. Capt. Wolend, Lts. Sheridan, Upton, Almley, Hough, O'Beill, Levis, Stehluon, Bratteli, Samound, Vesgeli and F/A Kreiger.
  21 I 900 lb. desc bashs inst. fused.

COMPADEMATION

# COSFICENTIAL

71st Tactical Reconnaissance Group

25 April 1915

TO: Commanding Cemeral, Far East Mr Forces (P), APO 925. Att: AD of 5, A-2. (Through Chammels)

# FINAL MISSION REPORT

- 4. 115-0-5-8. Sq Mission No. 160, 25 April 1945, 110th Tee Ron Sq. 71st Tee Ron Op, two F-68's.
- B. VR 11.
- c. TO 0635/L. TOT 0650-0900/L. Th. 0935/L. Altitude 7000 ft. to minimum.
- D. Two strafing passes on panel truck at position 39.8-81.0 (BESUIG, 3260-II, 1/50,000) destroyed truck.

Four straining passes on 15-20 uniformed Hips at position 35.2-89.5 with unobserved results.

Two strafing passes on eacoufleged truck perhod against building at position 10.1-93.6 resulted in hits and damage.

Two strafing passes between town of PASSABLANCA (17 deg 36 min N-121 deg 14 min E) where EDTSFOT said there were 80 trucks and 500 Etp troops. Pilots saw no indications of any troops or trucks.

- & thru F. Hil.
- 6. Slight, light, inaccurate at minimum altitude from position 36.5-86.4. (3860-II, 1/50,000).
- H. M1.
- I. Road ME from BowTOC (17 deg 05 min E-120 de 56 min E) appears not to be used. All bridges out and grass growing in road near LUBUAGAN (17 deg 22 min H-121 deg 10 min E)

"HI" in center of town of LUBUAGE (17 deg 22 min N-121 deg 10 min E).

Jap troops covered area around FICO (34.8-39.6) and Tallisad with smoke as places passed over.

- J. 2/10 coverage at 500 ft. with here over Capatan Valley. CANU.
- I. 3000 I .90 cal., ast.

COMPIDENTIAL

# COMPIDENTIAL

110TH TACTICAL HECCHMAISS MICE SQUACHER 71st Tactical Recommaissance Group APO 70

35 April 1965

TO: Commanding General, For Seat Mir Porces (P), APO 925. Abt: AC of S, A-2. (Through Chammels)

#### FINAL MISSION REPORT

- A. 115-C-5-S.
  Sq Mission No. 161, 25 April 1945, 110th fac Non Sq. 71st Rec Non Sp. two R-62's.
- B. VR 12 and 14.
- c. TO 0745/1. TOT 0810-1030/1. Th 1100/1. Altitude 9000 ft. to minimum.
- B. Mission completed.

  Four strafing passes at native type sailing craft about he ft. long anchored in shallow water in bay at LM-10 (18 deg 13 min M-121 deg he min E) resulted in best left burning and acching. Four strafing passes on wooden treetle two-lane bridge just M of Massiring (17 deg 59 min M-121 deg 37 min E) with unobserved results.
- E. thru H. Mil.
- Followed regularly prescribed route of VR's 22 and 44.
   trucks, probably 6 X 6, painted usual emoutings color, parked in revolutions at side of road, headed North, at approximate position 36.0-63.2 (BASSIC 3250-II, 1/50,000).

Our positions, transhes, for heles, etc., fermerly reported NN of FOSO on FOGA IS. (18 deg 53 min H-121 deg 20 min E) are in bad condition.

Many coved in and filled up after rain in eras. Island spears described.

Positions reported 2-3 days ago between BANDA and VISITA on BALDETRI IS.

(19 deg 05 min H-121 deg 15 min H) are still compled by Japs. Close to 12 mon observed in positions in area.

Jap 5/8 fighter plane observed on TOWARD FT., CARAM IS. (19 deg 20 min H-121 deg 25 min 3). Plane had been salvaged and then burned. There was no indication that A/C had crashed. Theel marks of the plane led from wreck to a wooded area to the South. Indications of a lot of use on reads on this island.

About 1/h mile N. of town of NAMASSALAN (17 deg 34 min H-121 deg 47 min H) were approximately 20 personnel dressed in regular Filipino clothes, carrying rifles and standing on road in two columns. But men in front raised rifles over their heads as planes passed over. Best of men did not move. Hen appeared rather large for Filipino's.

- J. Generally CAVU. K. Filots: O'Heill, Moykka.
- L. 1300 X .50 cel.

CONFIDENTIAL

# CONFIDENTIAL

110TH TECTICAL SECONDAIS ACE SQUARROW 71st Tectical Recommeissance Group

25 April 1945

TO: Commanding General, Far East Mr Forces (F), Arc 925.
Att: M of S, A-2. (Enrough Chemnels)

# FINAL MISSION DEPOST

- 4. 115-C-8-K.
  Sq Mission No. 162, 25 April 1955, 119th Tao Ron Sq, 71st Tao Ron Sp, six F-68's.
- B. Bomb Hall 4980. (16 deg 23 min H-120 deg 33 min E).
- c. 30 0850/L. 307 0915-0915/L. Th 1005/L. Altitude 11,000 ft. to minimum.
- B. Four bombs in target area marked by sacks near position 30.2-80.8 (BASUIO 3260-II, 1/50,000). One bomb approximately 500 yards West and one bomb 160 yards East of target. Mil observed damage from bombing.
- E, thru L. Hil.
- J. CAVG.
- K. Pilots: Bule, Johnson, Spencer, Legan, Commors, Grauford.
- L. 12 X 500 1b. inst. deso bombs dropped on target.

COMFIDENTIAL

0 4 5 3

# COMPISSTIAL

71st faction Recommaissance Group

25 April 1945

TO: Commending General, For Seat Air Forces (F), APO 925.
Act: AG of S, A-2. (Eurough Channels)

#### FIREL MISSION REPORT

- A. 115-0-7-5.
  Sq Mission So. 163, 25 April 195, 110th Tec Ren Sq. 71st Tec Ren Sp, eight F-66's.
- B. Bomb Jest UN bridge (18 dog 05 min N-121 deg 10 min E). Secondary: PATTED, Tertiry: Bartes 1.
- c. TO 1335/L. TOT (1) 11:30-1500/L. Th 16:5/L. Altitude 11,000 ft. to min. (2) 1500-1515/L. (3) 15:5-16:15/L.
- b. Both bridges already destroyed, so four planes bombed truck and gas dump Sast of bridge at 10 mill (10 deg 0) min N-121 deg h0 min N). Eight bombs within 50 ft. in area circled in photo map with mil observed results. 12 strafing passes on same area, destroying 10-12 gas drums and two other fires. One small but and one grass fire.

Four strafing passes on 10 ft. diameter probable cum positions or similar type military installation on either side of road just Borth of erosavoed in bown of GATTARAN with mil observed results.

Planes headed to PATIAN (18 deg 15 min 3-121 deg 16 min 3), but meather prevented bombing, so proceeded to tertiary target. SEPENN UNE dropped smoke bomb on target of Jap concentration at position 33.2-21.5 (BANGUAN 3265-1, 1/50,000). Six bombs within 100 ft. of smoke shell and two bombs across read to the North about 50 yards from smoke shell. So observed results from bambs. Il strafing passes on some area, resulting in 1-5 small grass fires, one house burning with white smoke, and at least 6-7 hips killed by strafing.

- E, thru H. Mil.
- I. 19-20 fully equipped Japs in dry creek bod at position 33.0-24.7.
- J. 8/10 covered from 3000 ft. up to 8000 ft. generally over CASAYAN VALLEY. CAVU clong constal area.
- K. Filots: Bean, Brieger, Hawsond, Withee, Twiggs, Keiser, Sucheing, Smyder.
  Privary target did not appear to be worth effort of strike.
- L. 16 X 500 lb. inst. demo bombs dropped on target. 8500 X .50 cel.

CONFIDENTIAL

0 4 5 4

### CURFIDERFIAL

110TH TACTICAL REQUERATE A CZ CALLARON 71st Tectival Reconsulasance Group 41-10

26 April 1945

To: Commending General, For East Air Forces (F), No 925. Att: NO of S, 5-2. (Through Channels)

# FINAL MISSION ERFURT

- 4. 116-C-125, og Mission No 164, 110th Tao Ren og, 71st Tao Ren Op, 26 April 1945, two R-6K's.
- B. Special armed recop of 71 2 and 4.
- C. TU 0755 PAT 0815-1045 TL 1125 At. 10,000 ft. to minimum
- D. 1 individual strafing pass on probable 6 x 6 truck parked against side of bill headed 8 and comouflaged with branches, etc. on BASSIC BASSIC road at approx. position 16 deg 30 min 8-120 deg 10 min 8, with mil observed results other than hits. results other than hits.
  6 strafing passes on personnel shelter about 15 ft. square and built up about 6 ft. with timbers - sandbags, with one large grass fire covering area areund position on CALARA 10. (19 deg 20 min 8-121 deg 25 min 8).
  2 individual strafing passes on built up position about 6 ft. in dissector and 5 ft. high built of sand bags with a pole extending out of tep about 10 ft. high with 2ft. cross bar near top, nil results observed.
  2 strafing passes on mips type chack about 10 by 15 ft. built into a consecut out in ridge of hill with 1 small grass fire only observed results. Soth these positions located on a healt spream for these positions needs.

  Soft these positions needs.
- of these positions mede.

  through G. Sil.

  L-22 verticals of positions BW of B050A. Strip storted at town of B080A 1900 ft. on course 360 deg.
- L. b-5 similier trucks in sems area as one reported straigd under paragraph Not strafe, poor terrain for strafing.
  - 3-h 5/8 and 1 T/8 Miroreft destroyed possibly orash landed, on CATARAN PT. on CALATAN IS. Fox holes and slit tremches scattered around area which appeared to be an old abandedound unusable crash strip. Fox holes etc., in poor condition and definately not used.
- J. CAVO generally, developing to 1/10 covered at 3000 ft. in CASATAN VALLEY in TUGUES ARAD area with lower acathered.
- E. Withes and Emiffeen.
- L. 2000 X . 90 cal. est.

CONFIDENTIAL

### COMPIDENTIAL

71st faction Recommissioned Group

26 spril 1945

TO: Corrending General, Far East AER Forces (F), APO 925.
Att: & of , 1-2. (Through Channels)

#### FIRAL MISSION REPORT

- 4. 116-C-3-5, So Mission so 165, 110th Tee Ross Sq. 71st Tee Sc. Sp. 26 April 1919, ten F-6X's.
- 8. Rosb SINGUANN (17 deg 25 min N-121 deg 16 min 3).
- d. TO 0800/1 TOT 0816-0930/1 TL 1030/1 Alt. 10,000 ft. to minimum.
- 11 bombs in target area circled on photo in town of BINGUARD. 2 buildings approx. 30 by he its destroyed, I building approx. sea size burning and probably destroyed. 6-7 houses burning in 5 different fires. Bout h other small fires in cross 2 bombs just 8 of town with nil results. 2 bombs MS of town across read with mil observed results. 2 bombs hung up an fell along north of town with mil damage. 2 bombs in river.
  - 38 individual strafing passes on target area and trees leading to the mis where Japa were supposedly hidden. Bil observed results, from strafing.
  - 12 individual strafing passes on town of MIRARGA BURES and SAN PARIA approx. 1200 yerds SE of BIRGUARG resulted in first destroying 2 mips shacks and one large fire developing in building approx. size 30 by 45 ft.
- E. through F. Mil.
- 6. Hight, light, insecurate, misimus alt. from 38 edge of town.
- 6. 8-22 obliques from 1000 ft. on course 10 deg. of target at town of BINGUARD (17 deg 27 min N-121 deg 17 min N).
- L 181.
- 5/10 covered 3-5000 ft. over CAMALAS VALLEY. Seather over valley overcast generally cleared up sufficiently for bombing, but not enough for good bembing.
- M. Maj. Archuleta, Capt. Peterson, Lta. Veogeli, Shoridan, Turner, Mtchison, Brattoli, Oglo, Commors and F/O Commors.
- 20 X 500 lb. inst. bombs 9500 X .50 cal. est.

CORFIDERTIAL

# COSFIDENTIAL

110TH TACTICAL RECORDAL MAKE SQUARRON 71st Tactical Recommendations Group

26 April 1945

To: Communding General, Far Sast Mr Forese (P), 200 925. Att: AD of S, 4-2. (Through Chamels)

## FINAL MISSION REPORT

- 4. 116-6-7-8.
  So Mission No. 166, 26 April 1945, 110th Tee Non No. 71st Tec Non Op,
- B. W. 3.
- c. 10 1515/1. 10f 13/5-1920/1. IL 15/5/1. Attitude 11, 00 ft. to minimum.
- D. Mission completed.
- E. thru H. Hil.
- I. Route: Followed regularly prescribed route of Va #3.
  Mil important sightings.
- J. 9/10 covered at 1000 ft. over mountains. CAVE over CAMANA VALLEY and best const 10005.
- R. Filots: O'Meill, Moykke.
- L. M1.

COMPIDENTIAL

0 4 5 7

# CONFIDENTIAL

71st Testical Secondariseance Group

26 dor11 1955

To: Communing Community For Sent Air Forces (P), NO 925.
Atts AS of S. 8-2. (Through Chemools)

#### PIREL MINISTER SEPORT

- A. 116-6-5-6.

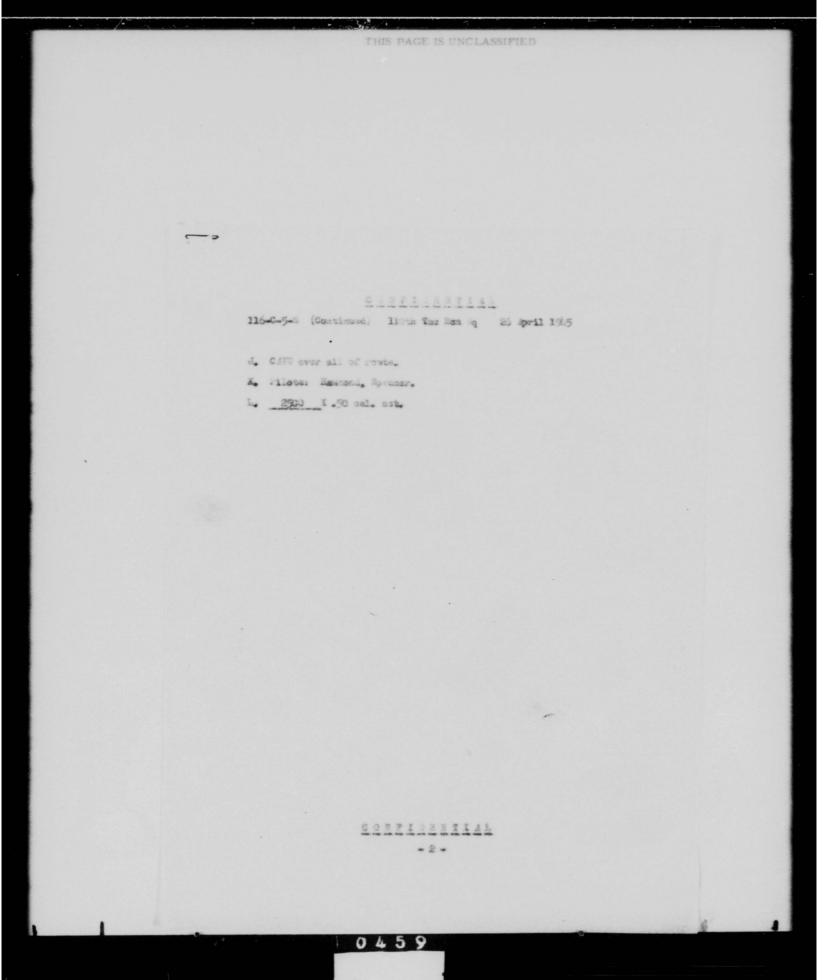
  An interior No. 167, 26 April 1265, 110th Tee Non No. 71st Tee San Op. too 5-68's.
- 3. 12 3.
- C. TO 1530/1. DOF 1365-1965/1. Th 1690/1. Atthese 10,000 ft. to minimum.
- Jimitidual strafing passes on two servicesble 6 % 6 trucks, described, particle, heating North in a mitch in side of hill on road at position 16 deg 32 min 3-120 deg hy min 8, with mil observed results other than hits.

  Day individual strafing pass on two servicesble accordinged 6 % 6 trucks particle on side of road at PULWAT (16 deg 16 min 3-120 deg 16 min 8) resulted in both trucks berned and destroyed. Six individual strafing passes on 5 servicesble cascadiaged trucks on accordancy road west of FULWAT with mil observed results other than hits. One individual strafing passes on the roaded stack of first degree individual strafing passes on the roaded stack of first degree individual strafing passes on buildings in 800000 (16 deg 37 min 3-120 deg 16 min 8) resulted in stall fire in small timereofed stack 10 % 10 ft.

  Four instributal strafing passes on 5 servicesble, decodelegal trucks parted to road at position 10 deg 15 min 3-120 deg 10 min 8 with mil abserved results other than hits.

  The instributal strafing passes on 2 servicesble cascadiaged trucks on secondary road on Seath side of SINA 110 deg 27 min 8-100 deg 37 min 3 min 10 min 11 with mil observed results.
- E, thru H. Mil.
- L. At position believed to be 85.3-70.1 (Stands side-III, 1/30,000) on clearing on side of hill were three positions about 10-15 ft. apert and built up with sed to a height about 1 ft. as a dismotor of about 6 ft. Be exching absorved in any position. In front of one position were 3 individual for holes. These positions could account road and entire area. Approximately 20 people, non and woman, observed on road at position 87.5-71.1. Sees of the men had seching on but lain eletts and the woman were crassed in usual process. One filinging with silver solved on with men in a lain eletts.

At position 89.8-75.8, observed pensis epolling "MI"



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# CCAFIOSBTIAL

71st Tactical Reconneitsance Group

26 April 1945

To: Commenting General, Far East Air Forces (F), APC 925. Att: AD of 6, A-2. (Through Chamels)

## PINAL HISSION REPORT

- A. 116-0-6-E. Sq Hission No. 168, 26 April 195, 110th Pac Son Sq. 71st Tac Son Sp. two F-68's.
- B. Va 12.
- C. TO 175-/. FOT 1400-1905/1. Th. 1630/1. Attitude 1,000 ft. to minimum.
- D. 6 individual strafing passes on mooded area and 2 buildings approximately 30 X ho ft. resulted in one building that was built in rules of an old church being destroyed by fire. Further results unobserved. Festion of target about 1/2 mile North of TA MARIA (18 deg 09 min 5-121 deg ho min 3). Target indicator across river consisting of arrow and figures 900.

4 individual strafing passes on monded area along road South of CASICALAN (18 deg 05 min 3-121 deg 39 min B) in erea indicated by arrow and 700 just across river. Bil observed results.

- E. thru H. 1811.
- Regularly prescribed route of VR #2 plus openial recoo of men around mouth of CABATAN RIVER. Rel sightings of any boats recently sunk.
   Pil important sightings.
- 3. Generally CAVU.
- M. Pilota: Krieger, Cramford.
- L. 3200 I .50 cal.

COMFIDENTIAL

110TH TACTICAL ARCONNAL MARCE SQUARGE 71st Tacticel Seconneissance Croup

COSFIDENTIAL

27 April 1945

TO: Commending General, For East Mir Forces (F), APO 925. Mit: B of 8, 5-2. (Terough Chemnols)

FINAL MISSION REPORT

- A. 117-6-3-8, Sq Mission No 169, 110th Tac Ren Sq, 71st Tac Ren Sp, 27 April 1945, two F-6's.
- B. VR # 1.
- 0. 10 0745/1 NOT 0810-0940/1 TL 1000/1 At. 10,000 ft. to minimum
- D. 6 individual strafing passes on 3 compuflaged, serviceable 6 % 6 trucks on highway 2 miles % of MOP'S PLACE (16 deg 28 min %-120 deg 38 min E) on highway 2 miles N of MOF'S Phase (16 deg 28 min m-12) deg 28 min m) resulted in two burned and destroyed and demaged.

  1 individual strafing pass on 3 trucks perked on road at position 16 deg 30 min m-120 deg 10 min m, resulted in destruction of one truck by burning oil from 6 drume in truck leaking out over area and burning and 2 additional trucks also burned and destroyed.

  1 individual strafing passes on 2 trucks just N of FOTT AT (16 deg 34 min m-120 deg 15 min m) resulted in hits and damage but no firse.

  1 individual strafing passes on 3 MAS positions at approx. Position 56.0-1 individual strafing pass on 3 M/o positions at approx. position 56.012.8 GUSARAN 3360-IV 1/50,000, resulted in one of E/C stopped firing.
  1 individual strafing pass on 3-h trucks canouflaged on sort of ledge on W side of read at 56.9-15.2 resulted in hits but nil further observed demage.
  1 individual strafing pass on 5 small tin record houses approx. 15 by 20 ft. near rest house at position 16 deg 52 nin E-120 deg 34 nin E resulted two burned and destroyed. burned and destroyed.
  2 individual straffing passes on obviously esmouflaged area at edge of road at foot of small hill on east side of road a mile 5 of NUSA (16 deg 56 min B-120 deg 55 min B) resulted in hits but sil other observed results. Unable to determine what was hidden under esmouflage.
  3 individual strafing passes on 3 trucks on road 1 mile west of SABRANCAS (17 deg 00 win B-120 deg 55 min B) resulted in 1 smoking and destroyed and 2 hit and damaged.

  Same trucks on this road. Many trucks on this road. All trucks strafed emouflaged, obviously, serviceable, similiar to 6 % 6 and pointed generally north. Good targets for strating missions.
- Hight, light, inaccurate, minimum altitude from approx. position 56.0-12.8 (3360-17 1/50.000).

  Slight, light, inaccurate at 3000 ft. from church yard in center of BORROG (17 dog 05 min 3-120 dog 58 min 2).
- Regurly personibed route of WR & 1. Mil sightings of troops reported in COSANO area.
- CATU over entire area. Pilot s: Lts. Egground and Duensing.

1600 X .50 cal.

CORFIDENTIAL

### CORFIDENTIAL

# 71st Testical Accommissance Group

27 April 1945

No: Commending General, Far Seat Air Porces (F), APC 925.

FIRSL MIS ION REPORT

- 4. 117-1-4-3, an Mission So 170, 110th Tao Son Sq. 71st Teo Son Sp. 27 April 1945, bao f-6's.
- 3. VI # 2.
- 0. 10 0735/1 for 0805-0940/1 TL 1005/1 At. 9000 ft. to minimum
- D. Mission completed.

h individual strafing passes on new for holes and tronses east of DUGO at position 53.9-03.3 G.Malantoo at 3665-17 1/30,000, with mil observed results. Sindividual strafing passes on cave built into east side of hill south of road at position 7h.0-57.5 (3362-II). Cave entrance approx. 6 ft. square and 2-3 Mips observed coming out of cave. Wil observed results from strafing.

- E. through E. Mil.
- I. Route: VR # 2.

dighted 1 Sugar Rog sunk one mile west of LEES PT. (18 deg 22 min M-121 deg 38 min 8). Sout outlinely under water, stiting upright leaning slightly starboard. No indications that it had been hit by torpode best could not see any results of bombing or strafing. Fresh oil and debris.

8-10 fully dressed Rips with field equipment welking west in columns of four on road north of BORTOO at position 81.1-60.2 BORTOO 3302-11 1/30,000.
All dove for cover as planes case over. Planes unable to get down in to strafe. No other indications of a lot of troops in this area.

J. 9/10 at 2000 ft. to 6000 ft. in four layers of clouds 100 ft. thick from BOSTOC to 10015.

5/10 over Forth LUX-6% coastline.

- K. Filots: Lts. Levis and Reiser.
- L. 3300 I .50 cal.

CONFIDENTIAL

# CONFIDENTIAL

71st Tactical Recognalisance Group

27 April 1945

TV: Commanding General, For Sast Mr Forces (P), 20 925.
Att: AD of 5, 4-2. (Through Channels)

# PINAL RIS TON HER ONL

- A. 117-0-5-8, Sq Mission No 171, 110th Fac Sen Sq, 71st Fac Sen Sp, 27 April 1945, eight F-68's.
- B. Bond as directed by Wallet 1.
- c. TO 0800/1 TOT 0830-0945/1 TL 1020/1 At. 12,000 Pt. to mintenes
- D. 11 bombe in designated target area at position 43.0-51.2 ALTLEM 3261-1 1/50,000, within 200 yards area. 1 bomb lung up and dropped approx. 500 yards NB. Mil observed desago. No fires as hill had been bombed and set on fire before.
  - 1 individual straffing pass on same area on 1/0 position at approx. position 143.05-71.20. M/O stopped firing but no definite results observed from straffing.
- E. through F. Bil.
- Hight, light, insocurate at minimum altitude at position 43.05-51.20
   (3831-11/50,000).
- H. Mil.
- I. 311.
- J. CAVO.
- K. HE AND I had no target and directed planes to MANIE 5. HORAN 5 designated target area but gave no notice of what was in area.
  - 1 MAPU with rough engine returned at 0910/4. Somba jottis med safe in
  - 4-500 lb, inst. bombs jettisoned safe in ocean W of Bush. 2 by SMAFU and 2 by plane having difficulty with bomb release.
  - Pilots: Maj. Archalota, Capt. Moland, Lt. c. Strait, Stchison, Voegeli, Mauffinca, Rough, Syder.
- L. 12 X 900 lb. inst. bombs dropped on target. 4 X 500 lb. inst. jettisened in ocean.

1300 X .50 cal., est.

CONFIDENTIAL

## CONFIDERTIAL

71st Ractical Recommandance Group

27 April 1949

To: Commanding General, For Sest Air Forces (P), APO 925.

## FIRST MINISTER REPORT

- A. 117-3-5-E, Sq Mission to 172, 110th Tee Ren Sq. 71st Tee Ron Sp. 27 April 1945, 12 F-68's.
- 8. Each MARTER'S (18 deg 04 min N-121 deg h6 min E). Coondary target PATER (18 deg 15 min E-121 deg 50 min E).
- c. To 1420/1 TOT 1520-1630 TL 1700/1 Alt. 7,000 ft. to minimum
- D. 22 bombs within target area designated on photo at probable position 71.2-87.2. FURNUM 365-III 1/30.000. Mil observed demage. 11 strafing passes with nil observed desults.

2 bombs dropped on town of PATTAD (15 deg 15 min 3-121 deg 50 min 5) destroyed two mine shacks and left one shack burning and another burning building which appeared to be gas or cil.

1/2 straffing passes on town of PATTAD and bivouse area to the south with hits in trenches sto. In bivouse area and 1-5 small fires in town.

1 individual straffing pass on a tunnel in south side of hill at approxposition 70.6-05.8 with opening about 10 ft. square and covered with nips loaves and track marks leading to entrance. Sil observed results.

- He through He Hil.
- I. Probable N/C position at 78.1-07.3. Bil sightings of any kind of primary target. 2 Big as sighted at secondary in bivouse area south of town and indications of many troops in area.
- K. Hil.
- 24 X 500 lb. demos bembs dropped on turget.
   12,000 X .50 cal.

CONFIDENTIAL

# COMPIDENTIAL

71st include a communication of the 71st included accommunication of the 70st included and 70st includ

28 bril 1945

the Community General, Per Sast Air Porces (F), No 925.

FIG & RIG TON AND ONL

- Seril 180, twelve February
- P. Orbit BARRIO and bomb as directed by BURRY 2.
- c. TO 0910/1 TOT 1010-1120/1 TL 1200/1 At. 11,000 ft. to minimum.
- D. Sembod target dealgrated by SSSAY 2 at approx. position 40.3-92.7 basele 3250-11, which was gus positions. 21 bases within target area 50 yards in disaster. I base hung up and fell 200 yards morth of target. Wil observed demage.

id individual strafing passes on target area and road to the northeast.

1 grown sedan or panel truck and h trucks destroyed on road sud 2 houses fired and destroyed.

- E. through H. Mil.
- L. Wil.
- d. GAVU
- i. Butty 2 could not put make on target and give direction verbally and failed to give sufficient information regarding target. After bombing was suspleted Butty told planes that target was gun position.

Filoto: Lts. Dean, Gooch, Haber, Poncer, Fagerland, Syens, Massoad, Louis, Marmourland, O'Reill and Boardman.

L. 22 X 900 lb. inst. bombs on target area. 2 X 900 lb. inst. bombs jettisened asfe in ALDEANSH BAY.

COMPI SETTAL

## CONFIDSETIAL

71st Tactical Reconneissance Group

36 April 1915

TG: Commanding General, Far Mast Sir Forces (P), 200 925. Stt: 25 of S, 3-2. (Through Channels)

#### FELSE MIS LOW BEFORE

- 4. 118-0-6. A of Michigan 176, 110th The Res Sq. 71st Tas Sen Op, 30 April 176, See F-62's.
- B. VE 2 and La
- 0. TO 1315/1 TOT 1345-1530/1 TL 1600/1 At. 10,000 ft. to minimum
- b. 5 individual strafing passes on believed service the 6 % 6 truck on highway a mile month of town of 605530 (16 deg 19 min 1-120 der 19 min 2) hit and designed truck.
  h individual strafing passes on 2 service ble trucks concealed under trees about 100 yards east of road 4 miles south of 605330 with hits but further results unobserved.
- E. through F. Nii.
- 6. Might, light, isaccurate at 1500 ft. from 5% edge of BURNO (17 deg 05 min H-180 deg 38 min E).
- H. 2 2-22 obliques of Gamil Monte 4/D (16 deg 10 min 5-121 deg 39 min 2) on course 330 deg. at 2000 ft.
- 1. Regularly personised route of W. 2. All adaptings of servicesble A/C on Grain Board A/C.

  12-15 probable a/D positions commanding river and opposite book dag into book on anat side of river west of Thereads at position 60.4-76.3 There0.8.3 365-17. 1/50,000. contitions believed unocompied.

  6-7 Sips rem for shelter as plemes passed over area at position 68.3-32.4 unable to strafe as could not locate them on second pass.

  21g-rag trembes and for heles on hills approx. I mile H of Phogaras (17 deg 58 min H-121 deg 39 min H). Appeared to be old and uncompiled. Unable to pin cint positions further as 1/50,000 maps not available and positions cover an area about 3-100 years square.

  About ten individual fex heles on north side of river just east of bridge at 0.77 Mass (18 deg 0) min H-121 deg 38 min H).

  Bridge just south of North and has been destroyed but mooden single lane bridge has been bailt and has been used.
- d. 7/10 sovered at 6000 ft. over mountains.
  3/10 covered at 6000 ft. generally ever Case Am Value with slight haze.
- K. Filota: Lts. Bratteli and Bisenam.
- L. 1500 X .50 cal. est.

CONFIDENTIAL

## CORPIGRATIAL

71st faction Recommensure & UA FOR 71st faction Second Factor 70

28 pril 1945

Not Communicing General, Far Best Air Percen (P), Nº0 925.
Att: AC of S. 4-2. (Through Channels)

### PINAL MIN BON REPURT

- A. 118-C-9-N, by Mission So 175, 110th Tee Rem Sq. 71st Tee Rem Sp. 28
- B. VE . 1.
- c. 70 1330/1 107 1400-1915/1 11 1615/1 Alt. 10,000 ft. to minimum
- 10 individual strafing passes on believed essentiaged vehicle on read about 1 mile 8 of read house on read at position 16 deg 57 min 8-120 deg 51 min 8. Unable to determine exactly what object was because of heavy essentiage, but believe it was a sector. Strafing burned and destroyed object. Sindividual strafing passes on 5 cassullages vehicles on read just south of 6 may 30 (le deg 12 min 8-120 deg 13 min 8) with hits and desego but no fires. Sindividual strafing passes on 2 cassullaged cars and 1 ca cullaged truck on read at position 15 deg 14 min 8-120 deg 15 min 8 with hits and desage to one war and one truck.
- &. through H. H1.
- I. At a position believed to be \$8.0-00.3 GU-sas 5500-17 1/50,000, were 10-15 for helps in semi circle facing SW along road and commercing entire eras.

  At thin the semi circle were 2 probable AN positions and too h ft. square owness roofed dupouts or dug in positions. Wil personnel observed in area.
- J. Generally CAVU over neuntains. 3/10 covered at 5000 ft. over CHAYAR VALLEY.
- K. Filots: Its. heriden and Murgel.
- L. 3000 I .50 cel. est.

CONFIDENTIAL

### COMPIDENTIAL

71st Taction! Recommedianacco Group

28 April 1915

10: Commending Comment, For Bast Air Forces (7), 20 905. Abb: AD of S. A-2. (Through Channels)

#### FINAL MAS LOW MISCOUT

- 4. 116-0-8-8, ag Mas ion No 176, 110th Tao Non Ng, 71st Tao Non Ng, 28 April 1965, oight E-68's.
- B. Burb on direction of wall 5.
- 0. 46 1/25/1 107 1606-1620/1 Th 1650/1 Alt. 10,000 Pt. to minimum.
- Deable to be brivery target as the flight was boulding target and two more were writing to book. Ait ascendary target at Tables (17 deg 24 min N-121 deg 18 min 2).

  10 books within 1% yards covering wooded area of of town resulted in 3 mins shocks destroyed and further results unobserved.

  In books morth of town smong 5 buildings with unobserved results.

  18 individual strafing passes on wooded area 50 of town resulted in large grass fire.
- K. through G. Mil.
- H. 5 E-22 obliques on course 186 day. from 2000 fc. of bown of Island (17 dag St min 2-121 day hd min 2).
- I. Sil.
- J. 1/10 occurred at 10,000 ft. over mountains.
- B. Unable to bomb primary turget because of congration. Secondary target had already been destroyed by bushing and appeared to be a waste of bombs and time.

   SHAFU with rough engine returned at 11/15. Bombs jottisoned safe in LIBGAYAN SAY.
   Filots: Lts. Sule, Granford, Ogle, Schambeault, Hough, Kauffman, Smyder and Duomaing.
- 1. 14 X 500 lb. inst. dags. dropped on target. 2 X 500 lb. inst. desse. jattismed. 3500 X .50 cel. oct.

## CORRESERVAL

That faction accommission from

2) 4041 135

The Community Assert, For ignt Mr Forces (F), NO 925. Att: AD of S. 4-2. (Dirough Chemists)

#### Find that is about

- A. 119-3-1-6. Sq Maria 19. April 1985, 110th Tee Sen St. 71st Tee Sen Op.
- B. F. 71.
- c. 10 0515/L. 101 0655-0835/L. 15 09 5/L. Altitude 10,000 ft. to minister.
- A. The individual straffing present on thre burning Cortecally with white stroke at position 63.0-60.8 (2000120 [561-11], 1/50,000) resulted in first turning more vicercusty.

hear DEFAG 6-2 Sips ram out of house in group of Ann secons and laid done next to house, hindringal strafing passes on Sips probably billing

) straining passes on area indicated by "Main 1200000" at probable position 31.5--72.0 (3 100 3500-11, 1/0,000) attraction or results.

- E. tiru i. Mi.
- Two probable last que poritions consectes by tranch. Our positions approximately 10-12 ft. in inverse. Appeared to be emposible but unable to determi a bosaum of emerging which was pour. Focately mail arms or \$/\$ countying societies. Located on hill at probable position to the \$/\$ countying societies. Located probably at 60.0-75.5 (MATONE 5501-11, 1/2,000). Algue transless arms sizes of hill me of town of balls (1,1-2,00). All uncounted. On bouth side of road lost of P.O. SAMISES (0,5-22.5, 500012 5501-11) are staller transless run ing at approximately right angles to road. All pressures reported sput to be remore fairly old.

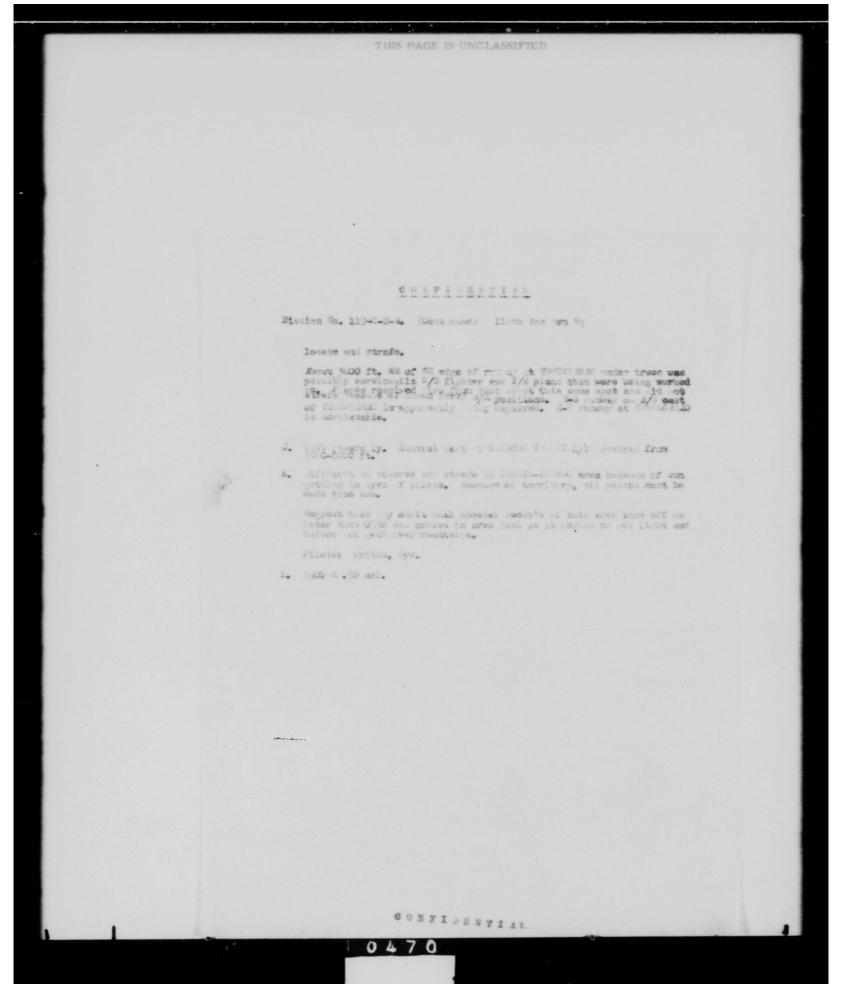
6 days stout 9 It. shows road and as side of road ballt into 30 also of hill at position 50.1-30.5. Days contractes about 9 I is ft. not severed. Takeness if occurred.

About 2000 yards Al of this positions on well are several transhes and a cuple of sign shocks built low to ground and two gus positions about 10-12 ft. in disaster, wasospied.

Sout 20-30 could emp fire attain 300 yards off rees on ME side, powering area shout 1/2 mile square contoring at approximate position 1/50-000).

3 Mips sighted lying in word at undetermined position. They were dressed in regular clothes and had one sort of emouflage on, possibly mins leaves or childre substance attached to them. True's and supplies scattered out along road at different points at difficult places to

. .



# COMPICENTIAL

71st factical soon maissance Group

89 April 1945

No. Commanding General, Far Sast Air Porces (P), APO 925. Att: AD of C, A-2. (Through Channels)

### FIRM HIS ION REPORT

- A. 119-3-3-8. Sq Mission No. 178, 29 April 1955, 11966 Cao Con q, 71st Cao Con Gp, two F-68's.
- D. . VR 12.
- C. TO 0010/1. TOT 0630-0825/1. Th 0835/1. Altitude 7.00 ft. to alabam.
- . Two invividual strafing passes on mall empline at approximate position 03.0-35.8 (8000120 3361-111, 1/30,000) resulted in fire with flames to 15 ft. and who to make to 75 ft. Fire burned out quickly. Unknown what was burning.

Three individual strafing passes on apparently serviceable truck similar to 5 % 6, not empouringed, parked handed South on road approximately 1/2 mile South of town of A & M (16 deg to min h-180 deg 15 min B) assulted in truck being firee and destroyed.

Down strafting passes on serviceable tracks at my months read with mil observed require.

- E. thru F. Mi.
- 0. Slight, light, impossible at minimum altitude from house just most of road at position 35.2-37.2 (SASUL 3260-II, 1/50,000). Position is approximately 1000-1200 years North of friendly broops advancing along road.
- H. Bli.
- 1. 12-15 fires of verious sizes, apparently cooking fires, within area 10001500 yards eround point beliaves to be 75.9-57.1 (30.200 356-11, 1/50.000).
  All personal, equipment or indications of activity other than fires observed. Unable to get draw very low for receo because of rugged terrain, area was heavily forested, excellent for concealment. All receo time spent in 8.6000-20070C area on special receo for Ja troops.
  All sightings of large concentration of hip troops other than cooking fires reported, possibly indication troop area.
- J. CAVE generally.
- E. Pilots: Almlov, Vocgeli.
- L. 2500 X .50 eal.

CONFIDENTIA

# COMPIDENTIAL

71st Tactical Reconscissence Group
APC 70

29 April 1945

TO: Commanding General, For East Air Forces (P), AFO 925. Att: AC of S, A-2. (Through Channels)

## FINAL MISSION ASPORT

- A. 119-C-h-S. Sq Mission No. 179, 29 April 1945, 110th Tao Man Sq, 71st Tao Man Gp, two F-6's
- B. VR #3.
- C. TO 0800/1. FOT 0850-1015/1. TL 1045/1. Altitude 7,500 ft. to minimum.
- D. Mission 95% completed. Extreme NE tip of LUZOH not covered because of weather.
- E. thru H. Hil.
- I. Mil important a ghtings not previously reported.
- J. Generally CAW over mountains and along East Goast. Along ME coast rain showers, with overcast from 2000-10,000 ft. Turbulent. Southern part of CAMAN VALLEY solid overcast at 2000 to 6500 ft., gradually breaking to the West.
- L. Pilots: Moland, Lawson,
- L. N11.

CONFIDENTIAL

### CORFIDENTIAL

# 110TH TACTICAL ESCONNAISSANCE SQUASSON 71st Tactical Reconstissance Group

29 April 1945

TO: Commanding General, For East Mr Forces (P), AFO 925. Atts AC of S, A-2. (Through Channels)

### PINAL MIS IGS REPORT

- A. 119-0-7-E, Sq Mission No 180, 110th Tee Ren Sq. 71st Tac Ren Sp. 29 April 1965, two F-68's.
- B. Wi # 3.
- 6. 70 1310/1 for 1345-1510/1 TL 1610/1 At. 18,000 ft. to minimum
- B. 2 individual strafing passes on possible N/O positions next to road south of town of DIRGUANS (17 deg 27 min N-121 deg 17 min N) with nil observed results.
  - 6 individual strating passes on bivouse area southwest of FATA (18 deg 15 min M-121 deg 50 min M) with mil observed results.
- E. through H. Bil.
- L. 5-6 miles east of GallT NORTH (16 dog to min 4-121 deg to min 5) in heavily wooded area were many vehicle marks scattered over a wide area and travelling in all directions. Weather prevented good observation.
- J. Wolld overcast at 9000 ft. over mountains.

Southern part of Casaxas Valley area and northern part 7/10 overeast at 5000 ft.

colid overcast from 13,000 ft. down over cast coast LUZON with heavy rains over northeast section of LUZON.

- E. Pilote: Lt. Upton and Lt. Stohison.
- L. 2200 X .50 cel., out.

CORFIDERTIAL

# CORFIDERTIAL

110TH TACTICAL EXCONAL MACE SQUARES

71et Tactical Secondissence Group

APO 70

29 April 1945

TO: Commercing Consrel, Fer East Mr Forces (F), Mr 925.
Mt: M of 5, M-2. (Through Channels)

PIEGL HISSION REPORT

- 1. 119-0-6-8, Sq Mission So 181, 110th fee Son Sq. 71st fee Rom Sp, 29 April 1965, two K-68's.
- B. VR # 2.
- c. 20 1315/1 207 1345-1515/1 74 1600/1 At. 12,000 ft. to minimum
- D. 2 individual strafing passes at convertible coups, cascurlaged with boards in town of Sam Louis (16 deg 58 min 3-121 deg 50 min 5) with mil observed results.
- E. through H. Mil.
- I. All of route over mountains overcast and not rescood.
- J. Solid overcast at 2500-12000 ft. over lower part of CAMARIAN VALLEY building up over northern part.
- K. Filots: Lt. Strait and B/O Ereiger.
- L. 500 % .50 cale, orte

COMPIDENTIAL

### CORFIDERTIAL

# 71st Tactical Recommaissance Group

29 april 1945

No: Commanding Command, For East Mr Forces (P), 8FO 925. Att: AC of S, 4-2. (Through Channels)

FIRE HIS IGN REPORT

- 1. 119-0-5-8, 3q Mission No 182, 110th Tee Ren Sq. 71st Tee Ren Sp. 29 April 1966, two R-6k's.
- B. Va + 1.
- c. TO 13/5/1 TOT 1/00-1615/1 TL 16/5/1 Alt. 12,000 ft. to minimum
- De through He Hil.
- I. Wil important sightings not previously reported. Weather ocvered most of area.
- J. Solid overcast from k-16,000 ft. over mountains. CASAIAN VALLEY 6/10 covered at 5000 ft.
- K. Pilots: Lt. Wither and Lt. Syams.
- L. Bil.

COMPIDENTIAL

# COSPIDENTIAL

110TH TECTICAL HECOGNAISSANCE SQUARMON 71st Tactical Recognaissance Group APO 70

30 April 1945

10: Commanding General, Far East Mr Forces (F), 200 925. Att: 20 of 5, 2-2. (Through Chancels)

## FINAL MISSION REPORT

- A. 120-6-10-8.
  Sq Mission No. 183, 30 April 1945, 110th Tac Ron Sq, 71st Tac Ron Sp, two F-68's.
- B. 6th kerry Photo Mission #558.(B).
- 6. 30 0830/1. 107 0855-0765/1. T. 1030/L. Altitude 5,000 ft. to minimum.
- D. Mission completed.

Tem individual strafing passes on fox holes and trombes marked by smake by ARSUS at probable position 00.1-75.3 (MOUNT IRLD, 155-II, 1/50,000) resulted in two small grass fires.

- E. thru C. Hil.
- H. H-22 verticals of area designated by 6th Army in Walls area (14 deg 45 min H-121 deg 12 min H).
- L. Wil important aightings.
- J. Over target: 2/10 covered at 1-5000 ft. with slight base. 5/10 covered at 1500-2000 ft. over LINGARES VALLEY.
- E. Filots: Twiggs, Buber.
- L. 1200 I .50 cal., est.

COMPIDENTIAL

#### COSFIDSSTIAL .

# 110TH TACTICAL HECOMMAIS AND SQUARROW 71st Tactical Recommaiseance Group APO 70

30 April 1945

To: Commanding Comeral, Far East Air Forces (F), 20 925. Att: 80 of S, 2-2. (Through Champale)

#### FIRM HIS ION REPORT

- 4. 120-6-6-8, 3q Mission No 184, 110th Tac Men Sq, 71st Tac Men Gp, 30 April 1945, eight Rock's.
- B. Orbit TRIRIDED (16 deg 27 min 5-120 deg 10 min 5) as directed by
- c. TO 1025/1 TOT 1125-1115/1 TL 1255/1 Alt. 12,000 ft. to minimum
- Bombed town of FATTAD (18 deg 15 min B-121 deg 18 min E) as could not bomb princery or accordary target because of congested air traffic and weather.

16 bambs in target area in town of PATIAN covering area 100 yards either side of north-south road at crossreads. Results not observed. Low ceiling over target preventing dive bombing.

- il. through ii. M1.
- L. Bil.
- 3. 8/10 covered at 5000 ft. com to 1900 ft. over CADAYAN VALLEY.
  8/10 covered at 10,000 ft. over exemtains.
- E. Filots: Lts. Doang Turnor, Marmond, Withou, Bule, Wisman, Johnson and Archumbocult.
- L. 16 X 500 lb. inst. denos. bushs dropped on target. 700 X .50 cal.

COMPIDENTIAL

#### COMPISSATIAL

71 of Tactical Recommaissance Squarent 71 of Tactical Recommaissance Group

30 April 1915

20: Commanding General, Fer East Mr Porces (P), APO 925. Abt: AC of S, A-2. (Through Chemicls)

FIRM MISSION NAPORT

- A. 120-6-5-8.
  Sq Mission No. 185, 30 April 1945, 110th Tac Ron Sq, 71st Tac Ron Sp, two F-68's.
- B. W. 12.
- c. TO 1530/1. TOT 1345-1530/1. Th 1600/1. Altitude 15,000 ft. to minimum.
- A Mission completed.
- B. thru H. Mil.
- I. East about 10 X 12 ft., wade out of bamboo tied on to gas drums, tied up to shore on Seat bank of Caparan River at position 16 deg 57 min B-121 deg 17 min E. Raft was out in open with no attempt at concealment. Hil other sightings of barges or boats in this area.

No serviceable bridges serous Haraf alves Bast of Barabas (16 deg 78 min 8-121 deg 15 min 8).

Weather not suitable for good reco.

- J. 8/10 coverage up to 20,000 ft. over nountains. 8/10 covered at 1000 ft. to 8000 ft. over C SHAYES VELLEY.
- E. Pilote: Fagerland, Goodh.
- L. B11.

COMPICENTIAL

#### CONFIDENTIAL

110TH TACTION. SHOOM AISSESSE SQUAREDN 71st Tactical Recommutesance Group APO 70

30 April 1915

To: Commanding General, For East Mr Forces (P), APO 925.
Att: M of S, A-2. (Through Chemists)

#### FIRM MISSION EMPORT

- 120-0-7-E. Mission So. 186, 30 April 1965, 110th Tac Son Sq. 71st Tac Son Sp.
- A Orbit LUMA Bomb on direction of BERHAM FIVE.
- C. TO 1900/1. TOT 1925-1530/1. Th. 1650/1. Altitude 15,000 ft. to minimum. One plane crashed on take off at 1900/1.

  A frimary and secondary targets wonthered in so bushed tertiary target at PATIAD. 18 bombs in bivouse area SE of PATIAD within 1000 yards in wooded area. Meaults unobserved. Two bombs hang up, one falling North of target area and one West with nil damage. S incividual strafing passes on same gameral area, with nil charved results. 24 individual straining passes on bivouse area a proximately 2500 yards North of town of CURAD (18 deg 02 min H-121 deg 15 min H) with nil observed results.
- E thru H. Hil.
- I. Gravel runway approximately 100 ft. wide, 5500 ft. long, runwing Mast and Next, being worked on and appeared to be in fairly good condition. Festican of Mast end of RAM probably 55.5-31.5 (Garrana 3561.1, 1/50,000). Approximately 100 Filipino men working on Next end started to run but when lead plane wiggled wings, personnel waved to AC. Operations sheek and towar on Southeast side of RAM.

Approximately 60-80 men and four vehicles, probably U.S., observed approximately 1000 yards East of AMPA FE (16 deg 06 min E-120 deg 57 min E).

- J. 8/10 overcast from foothills to 17,000 ft. over mountains.
  5/10 covered at 1000 to 7500 ft. over Chara Value . Sorthern part 2/10 covered to clear.
- E. Filots: Fritts, Eoreland, O'Asill, Boardman, Losis, Maisor, Hough, Snyder, Brattoli, Brugal, Bushsing.

One F-51 crashed on take off, destroying plane and injuring pilot. Two boshs solveed in sand at end of k/W with mil known desage. Filot: 2nd it. Mavid A. Successing, 0-2/572/8, leastrations of face, moderately severe, slight shock.

L. 20 X 500 lb. inst. done bombs drapped on target.
2 X 500 lb. inst. done bombs salveed at and of R/A. x .50 cal.

CORFIGERTIAL

#### COMPLOSHTIAL

110TH TACTICAL RECOVERSION AND SQUARROW 71st Tautical Recorneise non Group

30 April 1945

TO: Commanding General, Far Bast Mir Forces (P), 200 925.
Act: 20 of S, 4-2. (Through Chancels)

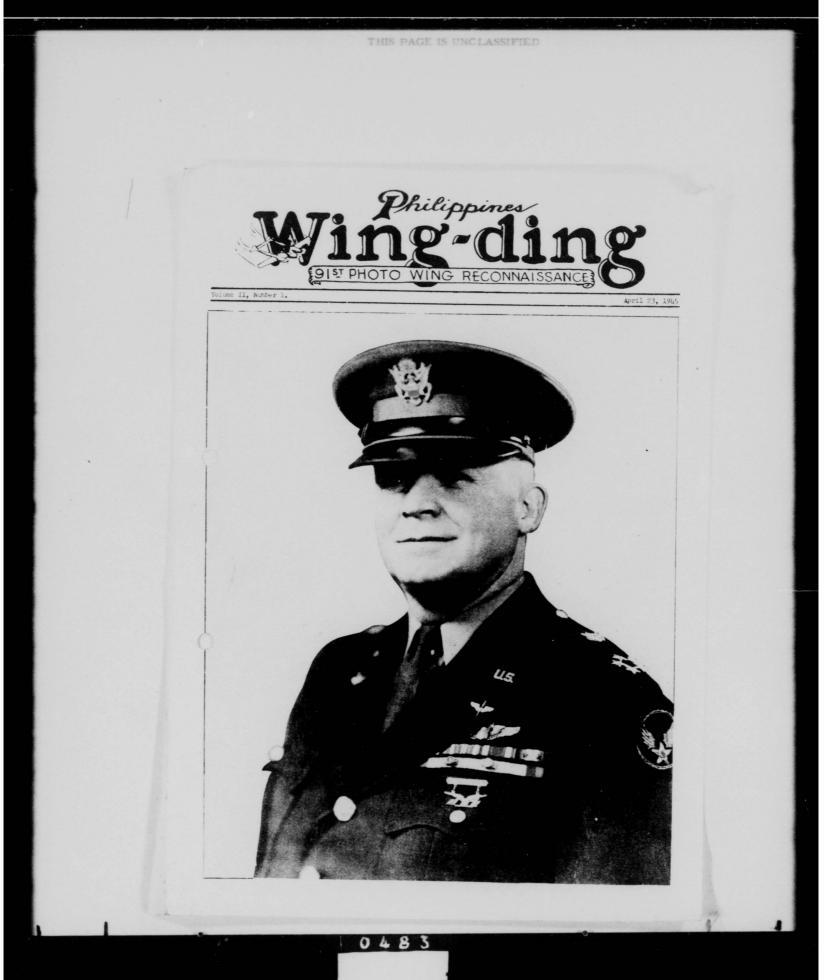
#### FINAL MISSION REPORT

- 120-C-4-8. Sq Sission So. 187, 30 April 1955, 110th fac Son Sq. 71st fac Son Sp. two 2-51's.
- B. W. A.
- C. TO 13/5/1. TOT 1/15-1500/1. Th 1630/1. Altitude minimum.
- Four individual strafing passes on target in town of GaRITA (17 deg 25 min 8-121 deg 55 min 2) resulted in traces of scoke from 20 X 30 ft. building. Target was indicated by guarrilla indicators across the river.
- E, thru H. Mil.
- I. Ell i portest sightings not previously reported.
- J. 3/10 overed from hountain tops to 18,000 ft. 3/10 overed from 1000 to 7500 ft. over GALLER VALUE.
- E. Filots: Krieger, Stehlson,
- L. 600 % . 50 cal.

GOSFIDSESIAP

TO: CO 71ST RECON GRE ATTH S2 THE PULLCHING LETTER OF APPRECIATION RECEIVED FROM COLOREL R. W. VOL-CKMAN, GE ERAL HEADQUARTERS WASFIP WORTH LUZON QUOTE: I WISH TO TAKE

AL 201.22 SU JUT: Commendation. : All Mifth Air Force Unit Commanders. The following purephrased message has been received by the Command-ing Ceneral, Far Last air Forces from Commander in Chief Army Forces in the "AC TOTALLY AND TO ALL OF TOTAL AND IN. LIVELY DE MAN. ROCTT IN ANTICE CONTRIDATED FOR THE PREMIART OF OUR OF VISITAL CATATOL. IT IS A LONG OF WAY CAN TO ACCOMPLISHED IN RAFID A CITATION BY A MOST BUT AS IN SETT OCCURRID. MACANIMOR ". DI CO . A.D CF LANCE CATRAL WINNER AD: A SRUB COPY: Befree W. Carry fell Batter for Carry fell Batter for Carry fell and Carry fell a



THIS PAGE IS DECLASSIFIED IAW EO 13526

# Wing-ding

essential sub-lished by and for the sonnel of the 91st Photo Wing EDITOR: Thomas R. Walling

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While it is desired that this newspaper be published on certain dates this may at times be impossible due to operational dutties which have priority over this paper.

The Wing-ding has been censored and may be mailed home.

The the state of the

o Finished by Photo Tech Unit.

# ditorial

THERE ARE TIMES when even an editor feels impelled to take up the pen in defense of himself, and this is one of the occasions.

Recently the Wing-ding made a tour of the squadrons, and was net with a veritable barrage of howls and gripes. "May into our squadron featured once in awhile?" "How come so-ami-so is written up, and I am so-ami-so is written up, and I am companied to the wing of the party in squadron had, and didn't even mention ours?" And so it went.

and didn't even mention ours?" ANI
so it went.
The truth of the matter is that we
have printed all of the news submitted to us, and will continue to do so.
Some of the squarens are regular
contributors to this paper; others
seem content to let news material
and pictures slide by, and then put
in a kick when they're not published.
Each squadron in the sing has its



#### Chuck-a-Luck EM of Week



EDITOR'S NOTE: This is the first in a series of sketches of enlisted men in the 91st Wing. Staff artist James C. Barber made the above penciled study.

Introducing Ffc John R. Evensen, a GI whose work is of vital importance to men in the Chuck-a-lacks, but who gets little praise for it.

Vensen is the gry who keeps the meas hall going by hauling water for it. The finds him busy from nomitable for the finds him busy from monitable for the finds him busy from monitable for the finds have been greater that the Chuck-a-luck cooks have plenty of this nepessary item to prepare their food, and also keeping the canteen of the squadron members filled.

Evensen, a native-son of Fort Atkinson, Misconsin, enlisted in the Air Corps at milwakee on September 16, 1912. He came overseas with the Chuck-a-lucks in November 1915.

Defore he started his career in the Airmy Evensen was a stock clerk in a privately owned store. His main hobbics are building model airplanes and collecting stamps.

reporter. The names are listed in our mast-head above. If anyone has a complaint to register about the lack of squaron news, or if he has some news or pictures he wishes published, contact the reporter. We guarantee to publish pictures of general interest and news stories not of a gossipy or derogatory nature.

#### Refer to This at Later Date

at Later Date

A new discharge form which
combines the regular discharge certificate with the complete report of
separation, has just been announced
by the War Department.

The new form represents the consolidation of the 20 different forms
previously used when a bil was discharged. In addition to personal data,
the new form contains a brief record
of the man's military distory, length
of service, military occupational
specialty, battles, campains, and
awards received, listed, too, is a
record of each service school attended.

The face of the new form serves as a discharge certificate, thus enabling the veteran to have with him at all times his credentials and history combined in one brief convenient pages, — f(ush).



By Chaplain Douglas

By Chaplain Douglas

On the move! No sooner do we get settled than the order comes to "strike our tents and steal silently away in the night." And it will probably be like that till the end of the war. We live in a tent so we can move easily. Travel light an move fast seems to be the motio.

Such an experience is not new. There was a man of long ago who spent his whole life moving. Although he accumulated property and a family the process continued Many a hillside saw the shadow of his black tent, against the whiteness of its sand.

Yather the whiteness of its sand. Yet he shadow of his black tent was the grandest man of his day. His name was abraham.

Commenting on him, the Book of Commenting on him, the Book of Commenting on him, the Book of Sooks says this: "He dwelt in a tent but he looked for a city which hath foundations——." And the greatness of his character is to be explained in that. The tent was transient; the thing hoped for, even though it might be beyond this life, was permanent. The tent was to be endured, so lone as he had the city before him.

That makes a man. The tent does not count. The one thing that matters is the goal for which he strives. "Por our light effliction which is but for a moment, works for us a far more exceeding and eternal weight of glory, while we look not at the things which are seen but at the things which are unseen, for the things which are unseen are eternal."

Six new MCM pictures have been ordered for overseas snowing by the Auty Fictorial Service: "The Valley of Decision" with Greer Garson and Gregory Feck; "Without Love" with Spencer Tracy and Katherine Hepburn; "The Clock" with Judy Garland and Robert Walker; "The Picture of Dorian Gray" with George Sanders, Hard satfield and Donna Reed; "Alter Ego" with Phyllis Thaxter and Edmund wmen; and "keep Your Fowder Bry" with Language Turner, Laraine Bay and Susan Feter In her latest Faramount Picture, "The Affaire of Susan," Joan Fontaine has four leading men and has to be a different "woman" for her romance with each. "All I know," says Joan, "is that I'm the girl who has to be four types!" ——(CES).



SAVE HEADQUARTERS, ARMY AIR FORCES TO THE ADITORS OF "WING-DING". Congratulations on your paper's first anniversary, Four of your recent issues are on my desk at this writing. It is a lively, alert and entertaining little publication, well-written and well-edited. I know what it takes to put out a periodical in an active theatre of operations, and to do it regularly as you have. I know it can only mean devotion and ingenuity on the part of a few con-You are to be commended on an excellent job.

April 23, 1945

19 April 1945

Men of the 91st Fhoto Wing have been taking pictures for us for a long time over here. Without those pictures, we'd have been shooting in the dark for our targets — but the Recco boys have never let us down.

down. Your "Wing-ding" is a swell paper, and just as thoroughly enjoyed here at Headquarters as it is by men of the 91st ly congratulations to the hard-working editors and photographers - I hope to read the last edition, datelined Tokyo, before namy more anniversaries roll around.

GEORGE C. KENNEY General, U.S.A.

# A Comold

20 April 1945

Congratulations to "Ming-ding," its editors and producers. It is not an easy thing to build up a circulation like yours, it takes dilipence and real talent. The public in the "Mush" is inclined to be critical, being accustomed to free expression of its likes and dislikes. Wing-ding gets read. It makes news, and brings to everyone's attention that the activities of the 91st are real news. The morale and pride of the units your paper represents are clearly shown. I don't wish you many continuing years of success, but keep the presses rolling as we all keep on rolling forward.

R. E. BEEBE, Brigadier General, USA Chief of Staff.

## Paper Survives Moves, Finishes First Year

It was a brisk, drippy morning in March 19th, when Opl Moger Sheldon walked into the wing Special Services Shack in New Online and suggested to Lt Howard Bailly, then Wing special services of the Walker and suggested to Lt Howard Bailly, then Wing special services of licer, that the 5212 Recommands and walkers and the services of the Edigit Ball, a small squadron newspaper he had edited for the Eight Ballers from a folder and showed lieutenant Bailly what could am hadn't been done.

The lieutenant was enthusiastic. He said, "Sit right there till I come back," and off he went to Ming Head-quarters to propose the plan to Col D. W. Hatchison, commanding officer; and Capt Cecil C. Williams, Ming ajutant.

He was soon back with questions: "Gan you turn this sort of paper out every week... How many men will you need?... This will be a full-time job, you know, "And finally all was agreed. Like nost carp newspapers, the S212 Recommands and Howard Bailly, Capt Bermard C. Duffy, It Faul A. Henry, and Capt arthur Frank have served as Officer in Charge of the paper five times in a year of service. In succession, Lts Faul Ecllvaine and Howard Bailly, Capt Bermard C. Duffy, It Faul A. Henry, and Capt Arthur Frank have served as Officer in Charge of the Paper five times in a year of service. In succession, Lts Faul Ecllvaine and Howard Bailly, Capt Bermard C. Duffy, It Faul A. Henry, and Capt Arthur Frank have served as Officer in Charge of the Paper five times in a year of service. In succession, Lts Faul Ecllvaine and Howard Bailly, Capt Bermard C. Duffy, It Faul A. Henry, and Capt Arthur Frank have served as Officer in Charge of the Paper five till incoming of the First Officer in Charge, it lellvaine. But the name dimit to over so well. The staff began to hunt a suitable name, and by coincidence the name "Mang-ding" was supposed bride — at first by Capt Milliams has peadlines were almost an impossibility, with operational jobs coning of the Digital Paper printed the following in its masthead: "Mille it is desired that thi

#### The Spice of Life

RICHMOND, VA. (CNS) — An anxious husband called upon police recently for help in locating his miredum wife. Asked to describe her, he did so, and added that she had some distinguishing features as well. What were they? Well, she had the name "Eddie" tattooed on her left arm, and he had the name "Goe" tattooed on her left leg. And what was her hubbye name? Ch, his name's Charlie...

Yes, The Ming-ding has published many pictures arm namy stories already about Major Shomo, the Wing's Congressional Medal of Honor winner, but it doesn't consider the job oplete until it has published the water color sketch, above, dome by its its own art editor, Sgt George Forter.

ST.LOUIS (CHS) - Ordered to "share-a-ride" with neighbors in his car, a local resident won repeal of the or-der from his ration board when he ex-plained that his car was a garbage truck.

#### Sex at Home

(CRS) — Five women and 15 men were arrested in los Angeles in a series of radis on one of the largest level picture syndicates in America. The arrests followed the seizure of thousands of indecent photographs ascores of reels of "stag-party" movie films. Two women and a 16-year-old girl allegedly acted as models for the photographs. Sonja Larday, a bushood blonde beauty, is said to have been the femile star of the level movies, with D. Taylor as the male lead.

#### Shomo Awarded\_Medal\_ Honor



Flanked by an attentive guard, Major Shomo salutes stepping forward for his award.

then a guy claims his gal is cold, be should recommend that so is dynamite until you start fooling around.

A changing young lady nased Mosper On mitted a sad social cropper, the went to South Fond fith a gentleman friend, The rest of the story's improper.

#### Gls Lament Loss of Laundry Gals

of Laundry Gals

"The Yank in the Philippines, while in garrison or resting, can lay a good claim to be the best-haundered soldier in the world, thanks to the efforts of the Filipino women who have taken on the job," says the 105th General Hospital Fost Record, "M never turned out the University with the soldier gets now, but en the quarternaster sticks to the old-fashioned nethods like whirling clothes in steaming water and drying them with compressed hot air, and doesn't beat clothes with a paddle." Thue, we agree, quite true!

And for this or some other reason a 5th air force base circular has organized laundry Facilities under the following regulations:

1. Effective 20 April 1945 unit laundry will be handled as follows:

(a) Laundry facilities will be estabilished in each unit area, operated by civilian workers, or (b) Laundry nay be done outside the unit area by responsible individuals or establishments approved by the unit surgeon. Laundry will be picked up and delivered by the unit.

2. Dispatch of government transportation for the above purpose is authorized.

3. Fick-up and delivery of individual and leaver of burders of laundry by civilians

portation for the above purpose is authorized,
3. Fick-up and delivery of indivioual bags of laundry by civilians will be discontinued.

Civilians will continue to turn out top-notch laundry, but dis in the base area may no longer enjoy conversation with local laundry belies during the morning and afternoon pickups and deliveries in the tent area. Aye, there's the rub!...

## Victor over 7 Japs Decorated

Decorated

The ledal of Honor, highest award the United States government can bestow, was formally presented to lajor militian A. Shono, Of of the Strafing Saints, at the squadron's forward base April 3. Sajor beneral Bunds & Militaneau, O canading seneral of the Fifth Air Force, presented the award to Shono, the "laying Undertainer" from Jeanette, Fa., who blasted 7 Jap Planes from the mides in less than 15 dimites on January 13, 1045 than 16 dimites on January 18, 1045 than 16 dimites on January 18, 1045 than 16 dimites and the bomber, while lipscood destroyed 3 flighters. For his part in this battle, lipscood recently received the Bistinguished Service bross, second highest Arry ward.

Frevious 5th Air Force winners of the lead of Honor were the late Collect Airby, who shot down six hips in one minoton, and lajor Richard I. Hong, top AAF ace credited with his Japanese planes.

The ceremony was conducted on one of the Straing Saints' strips. ministed and officer personnel of the Lajor's squadron, the lusketeer squadron, and Tlet Group headquarters turned out en marse for the occasion, led by the 5th Air Force band. The canoninecom of the sward was the by Colonel I. F. Lornelly of the Fifth Air Force, and Shono marched forward to where the Seneral stood, closely followed by color bearers and guards of honor. Following the brief presentation, Following the brief presentation, Following the winch the Saints are attacked, Colonel H. G. Thoupson and striff of the Otto Group Lornelly, Colonel Sans and the staff of the Slat Ring, and Colonel H. G. Thoupson

#### Operational Duties Halt Production

"Operational duties which have priority over this paper," a little threse which appears in our masthead on fage 2, should explain why the thing-ding has been slow in making its apearance during the past conth and a half. Now that the Wing-ding office is once again organized into some scabbence of order, and the reproduction department is operating, we hope to be able to distribute the paper on an every-otherwacek schould. Providing, of course, that our old nemesis of "operational auties" does not again step into the picture.



It's a memorable day for the 00 of the Strafing Saints when Maj. Gen. Dunis C. Whitehead pins a medal on his chest.



Hen of the 71st Tactical Reconnaissance Group pass in review before the Commanding General, Major Shomo, and other reviewing officers.

POTALO, CCLO. (CHS)—The Retail Credit Len's Association has elected new officers. They're all WOLCH.

#### MPs To Have Rough Time June 1

June 1, 1945, will be a memorable day in the life of the Far East GI. For on that day another step back to "The American Way of Life" will be taken with — no doubt, busted (or rather: "burst") fenders and many itraffic scare.

By executive order of the President of the Philippines traffic regulations for vehicles are assended to prescribe that vehicles will drive on the right side of the road, henceforth. Meaning that we no longer must follow the Aussic Kelvinators down the left bank, but instead we strike out on our own down the right bank and, while in the Philippines, do as the Filippine. do. It is the custom.

First aid stations will be set upevery twenty feet along main thousand and the state of the purched only when accompanied by Official TS cards.

# Strafers, Musketeers, Rangers Receive Decorations

Thirty four officers and two enlisted men of the 71st Group received decorations from Major General Ennis C. Whitehead at their Fullippine base on Maron 20. It was the first mass cereastly entitling more than one squadron since the Group's arrival over-

received the DFC.

DECEMBER 10 General Whitehead's staff were Colonel D. W. Hutchinson, Lt Col E. C. Ogden, and Major C. C. Williams. Announcement of the awards was made by Capt Bernard J. Dufly, adjutant of the 71st Group.

#### Lipscomb Gets Service Cross

adjutant of the Tist Group.

Lipscomb Gets Service Cross

Lipscomb Gets Service Cross

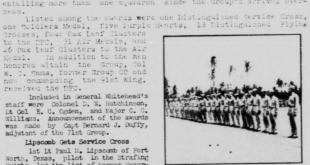
List it Paul M. Lipscomb of Fort

Worth, Texas, pilot in the Strafing
Saints, led the list of heroes decorated by the Couranding General. Among
the honors he received was the blatinguished Service Cross, second
highest award the Army can give. In
addition, he had pinned on his chest
the Distinguished Taying Cross, the
Air Hedal with one Cak Leaf Cluster,
and the Purple Heart.

It Lipscomb received the Distinguished Service Cross for his part in
the now famous "2 against 13" battle
with the Jayanese, when he shot down
three of the enemy planes. The DFC
was awarded for a successful strafing
mission against oil refineries in the
Netherlands East Indies. The citation
states that enroute he spotted a Jap
vessel loaded with troops, and led an
attack which left it burning, with
all of its personnel dead or injured.
Proceeding to his original target,
he again led a strafing attack on eil
storage facilities and pumping installations, and left fires which
were visible two days later for 70
miles. The Air Medal was for operational flights over a period of time,
which eff cluster to the Air
Medal was given for a strafing attack
against two enemy vessels, which were
sunk. The Purple Heart was awarded
for injuries received in the Philipp-



Lt. Faul Lipscomb of the Strafing Saints receives congratulations from Major Shomo. Shomo and Lipscomb down-ed 10 of 13 Jap planes on January 13.



ines in January of this year.

#### Archuleta Wins Five Awards

Archuleta Wine Five Awards

Major Mabel V. Archuleta, 00 of
the Eusketeers who hails from San
Antonio, Tox., was awarded the Unitinguidshed Flying Cross with one Cak
leaf Cluster, and the Air Redal with
three Cak Leaf Clusters. The basic
DEC was won when he led a dive boeling attack on enery shipping off the
Philippines in November, 19hlm. His
formation struck and started fires on
two enery ships, and then came back
for repeated strafing attacks at mast
head height in the face of intense
enemy ack-ack. It was later learned
that 1500 Jap troops were killed in
this smash. The Oak leaf Cluster to
the DFC was awarded for another dive
borbing attack on shipping, in which
he and other pilots in the formation
blasted a fully loaded enery transport, which sank within 15 seconds
after being hit. Following this
attack, they strafed and sank two
small boats carrying troops, and then
proceeded to another island where
they set afire and destroyed a Jap
merchant vessel and a canouflaged
barge.
Archuleta's basic Air Medal and
first and second Cak Leaf Clusters
were awarded for operational flight
missions. The third cluster he won
for a mission over the Philippines in
lovember, 19hlm. In this his flight
mass attacked by Jap planes, but through skilful manuevering the Major
got his gun sights on one of the
planes, and after a short burst the
lip exploded in flames and plunged
into the sea.

It Col Bert N. Smiley of the 71st

into the sea.

It Col Smiley Honored

It Col Bort N. Smiley of the 71st
Group received the Distinguished
flying Gross with one Gak Lead Cluster, and the Air Medal with two Cak
Leaf Clusters. The basic DFC was
awarded for a flight over New Dainea
early in 19th. On this mission the
Colonel led three netium bombers on a
photographic assignment near four
heavily defended Jap installations.
After taking the photographs, the
flight spotted some enery shipping,
as well as shore installations and an
air field. Splitting up, the three

planes strafed and based the vessels and destroyed a based the vessels and destroyed a based the vessels and destroyed a maker of shore batteries and hip aircraft on the strip. The Cak leaf Cluster to the DFC he received for a mission performed in the betwerlands Sast Indies in late August. Taking off with two other planes to take photographs of vital importance, the colonel was forced to continue alone when one of the planes developed notor trouble and the other accompanied it back to the base. The citation reads in part, "We continue alone, drop ing to 500 feet to get telow the (weather) front which was building up. He reached the target, took his photographs and returned at low altitude because of the increasingly bas weather. During this flight, this officer was within easy range of enemy fighters." Sustained operational flight missions earned the flying colonel from Versailles, Mo., the Air Ledal and its two tak Leaf Clusters.

Colonel Sans Receives DFC Colonel Sans Receives DFC colonel Sans Receives DFC participating in two flights. The

colonel Sams Receives DFC
Colonel Sams Receives DFC
Colonel Sams received his DFC for participating in two flights. The first was nade in Pebruary, 19th, over the Netherlands East Indies. He led four medium bombers on a special photographic mission, after 20 which had been scheduled to proceed him were grounted because of weather, as were the fighters which were to have accompaced him. The mission was completed, although the colonel was forced to fly at only 800 feet, a perfect target for enemy anti-aircraft. In October the Colonel again led a flight on a bombing run. This time the bombs failed to release when the flight attacked enemy shipping. The Colonel led a strafing attack against the vessels at most head height, despite heavy and accurate fire from shore batteries.

Capt Robert Feterson of International Falls, Winn, lat It Harry Johnson of Largo, Fla., 2nd It Decrge J. Lewis of Houston, Tex., 1st It Roy Rule of Helena, Mont., all of the Winsketeers, and Capt George K. Noland of the 71st were awarded Bistinguished Flying Crosses for a dive-bombing raid on Jap shipping off the Fhilippines in November. This was the same raid in which Maj Archuleta participated and won his first DFC.

Musketeers Destroy Task Force

1st Lt Baniel A. Bratolli of lorain, fire, 1st Conroy J. Fager-land of Roland, Iowa, 2nd tt Albert R. Hough Jr., of Portland, Cre., 2nd



#### DECORATIONS

it is not continued from Fage 4 )

It is does he fritts of Someroet,

In. Let the Marthin d. Moran of finladelyman, Yumenbeer pilotes; Major
Militar in contigue of hearts fass,

cre, and Sopt Morrie He Notional of
Shader Mathets; Chico sembers of the
first Group may beceived DPIS for a
sementional strile at energy shipping
on becember 7, 19hm. Fring a recommaissance wission, they shipping
carried out a straining attack spaint
the convoy of 7 destroyers and of
transports. Lespite the curtain of
anti-aircraft tire thrown up by the
chapt, they present the attack and
successed in setting one transport
after, after ruturning of transport, after ruturning the curtain of
anti-aircraft tire thrown up by the
successed in setting one transport
after, after ruturning the curtain of
anti-aircraft tire thrown the base. Again within the had termed into a
bar. Again withing through the ackact, they secred the aircraft tire through the ackact, they secred in a trough the ackact, they secred in a trough the ackact, they secred in the been an large
freighter-transport, causain violent
explosions and fire to break out from
sten to sterm. A destroyer was next
on the list of viction—this received
a hit list of viction—this received
a hit is similar condition. Another
freighter was strained and set affire,
any when hit supplies and personnel serve straffed and set affire,
any when his supplies and personnel serve straffed and two small
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locats flave barges and two small
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begins the second of the life and into
flave, the Summeteers proceeded along
the control of the file and personnel serve straffed and two small
locats flave, having this strike
begins and a large marker of his
flaving and were killed.

Filight Officer Martin 3. Almoy,
legisland personal the file of personal the personal the personal and an action,
and a freighter in failing ine
waters, in which the fack lead Slunder
to the Life from a straffer
into and the file of the strafer
place of t

mercias performed when his bother crammed on a strip in New Baines. He crammed safely out of the burning chil, and then sent back in to save the injured and trapped crew members. In addition to the Schicher Mewal, he received the Air Medal with one Cak Deaf Cluster for sustained operational fright windsons.

Air Member and Cak Leaf Clusters were marked to the Following: Melow William 1 Lonigan (1 Cluster), Capt John E. Jenseen, Jr., 12 Clusters), 1/5th Herschiell A. Yancey of That Broup high Major William 1. Equivalent (1 Cluster), Capt John E. Jenseen, Jr., 12 Clusters), 1811 at Amnere h. Equivalent (1 Cluster), Capt in marlan h. Equivalent (1 Cluster), Capt in marlan h. Equivalent (1 Cluster), List at Malter h. Pittana, lat ht Jack W. Allen, lat he hap C. Dett, 2nd it John N. Marran of the Strafing Saints; Capt Jose H. McNeilli (3 Clusters), Lat happy Johnson (1 Cluster), lat ht Compy J. Fagerland, lat ht Joseph M. Fritts (2 Clusters), lat ht Martin J. Megan (1 Cluster), lat ht Warren C. Thisse, lat ht Bedel A. aratolii, 2nd lat acorpe J. wais, and th Lean C. Orlose, lat ht Lean C. outer, who (1 Cluster), 2nd it acorpe J. wais, and th Lean C. Orlose, lat he can be followed by Musketeers.

## General Given High British Award



A modal for distinguished service, the Com and of the British Empire, was presented last month to Kaj. Gen. Emmis C. Whitehead, Com wander of the 5th Air Force, by Beneral Tom Elamey, Com wander of Australian Forces, at a corremny in General Whitehead's of-fice.

## 8-Ballers Go Home

Seven 8-Ball crew chief's got a lucky and well-deserved break recently. They were sent Stateside to be instructors in the art of keeping, a plane in operation.

A going-away party in true stag style was the farewall parting for the nen. Those seven crew chiefs, all technical sergeants, are: Henry A. Heade, Jerome L. Clinkner, Aubrey L. King, Floyd C. Chasberlain, William A. Fowell, Ryrun E. Hubbard, and Virgil R. Brown.

#### 'Nip' Nipped



Hooey Yanashoozis, Nirponese yard-bird who not only lost face but his shirt as well, consisted a "literry hard-kari" when he spilled his guts to a Wing-ding reporter recently.

Said hooey, "This fancy bequet labeled 'Sast Asia Go-Prosperity Since the Philliphine invasion the flower of his manhood has been mipped to the beat and uprotted as well. Ny homorable Richmy Jourilear buddles have either been hold down or have rashed off to the hills, it's a bad situation indeed when Tojo considers he a Sapanese forget-me-not!" before being transplanted to the FOW stoescame hoosy Yanashoozis resultance between me and other Yanashoozis is purely occidental. I hean oriental!

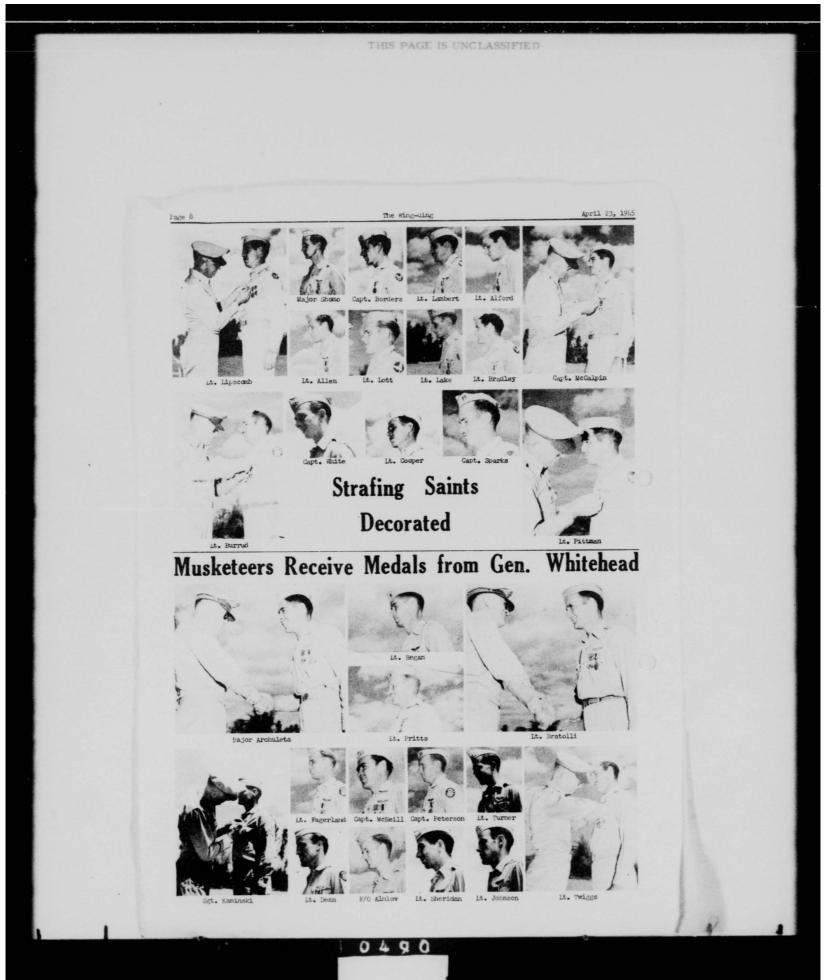
Bittor of this lowly rag, The management, F/Sgt. Thomas R. Salling became a proud paper in between the last edition and the present edition of the page of the the county on a first child, was born in the housetown of the first serpeant, Cleveland, Chico. Congratulations are in order for the aman, page, and son, and the best of luck.

— The Staff

### Wing PX Opens



then the Wing Headquarters PX opened for business the first week of April a line musberpd in scores of men had already formed, hen from every Wing undt in the base area got the limit in fruit juices, canty, cookides, pearnts, and miscellaneous items.



#### Photo Tech Squadron Celebrates First Anniversary Overseas

Righlighted by a tasty chicken dinner, and dancing to the best bands in America, the Photo Tech Squadron celebrated its first amiversary overseas on March 17, St. Fatrick's Day, at a former rear-area station.

For three weeks prior to the party a five-man committee prepared for the event. The best of rations were accumulated, salads prepared, a drum of "coke" acquired, not to mention other beverages), and numerous other details were attended to in anticipation of the blowout.

At noon on the blowout.

At noon on the big day a work moratorime was declared, and volley-ball and horseshee tournament playoffs were held in the sports area in the rear of the camp. S/Sgt. Ward McDoy's volleyball team downed all opponents to take the Number One spot in the final standings. S/Sgt. Feter Klucarich and Sgt. James hallph were the invincibles in the horsesheedoubles playoff.

Most-discussed subject of the affair was the number of WACs expected to attend. "I'll bet that you don't have nore than five there," countred the pessindsts. "You're muts; there'll be at least 70 there," countred the optimists. But they were both wrong. A happy needium of 30 the half being a monkey which accompanied one of the gals) was on hand when the first few notes of swing enanated from the supplifier. There were enough of gals around to satisfy all of the dancing desires of the boys. There where enough of gals account of the gals was on hand when the first few notes of swing enanated from the supplifier. There were enough of gals account to satisfy all of the dancing desires of the boys. The well-prepared meal was hastily decouved, and nary a stonach left the mess hall enjry, despite Faul Farker's constanty, despite Faul Farker's constanty, despite Faul Farker's constanty, despite Faul Farker's constant query: "Mint I want to know is where in the hell is the

chicken?" The dance took place in a nearby schoolhouse (formerly wing headquarters), and colorful decorations closed with the color of the color of



Wat Kay Williams and Opl Gus Mosely a vicious rug at the Tech Hop.

ces and also adorn the terrace, which would be called a front porch at any other time.

which would be called a front porch at any other time.

The most humorous incident of the evening occurred when one of the damsels rushed up to a CI, planted a juicy, luscious kiss upon his lips, turned to the bewildered Filipino on-lookers and said, "That's American custom," and then danced nonchalantly on, leaving bedind her a mob of startled civilians.

Number one on the novelty parade was the presentation of fresh flower corsages to every fenale member in attendence. This was the first time in the history of night lire on the island that the WAGS have been honored with such a presentation.

Just when everyone was at his best and enjoying himself imensely, that old memesis, Curfew, walked through the door. About eleven o'clock the party broke up, and the gals had plenty of escorts back to camp. There is no doubt that the party was a tremenous success, but for some strange reason the follows hope that they wont be around for a second such colebration.

PIONT: WAC-happy Photo Techs dance

RIGHT: WAC-happy Photo Techs dance the night away.





#### Engineering Jacks Join Wing



The 91st has a new chick under its wing. The Air Force Engineers, commanded by Capt. E. Dan Fatterson of Americus, deorgia, are more than pleased with their new association and are grateful for the courtesy and cooperation already shown then by the 91st Wing. Although no newcomer to the Air Force, the unit may not be well known to many readers of the Wing-ding. It takes this opportunity to introduce itself.

Activated in March, 1913, the company subsequently trained at Hamiltonia, Calif., Redding, Calif., and McChord Field, Washington. Training emphasis was ladd upon special skills, and many of the men enlisted directly into the cutifit, into the line of work they had done as civilians. This sort of short cut to proficiency made the company a working unit from the very outset.

Shipping to Australia in early 1914, the Engineers have served since

in New Oninea, the Netherlands East Indies, and the Philippines. Their assignments have been so wide in scope that the term "engineers" is

assignments have been so whoe in scope that the term "engineers" is misleading. The company's capabilities include lithography, photography, topography, plate graining, mapping, surveying, drafting, demoralitions, lumber milling, and general construction. It's men are jacks-of-all-trades, and that, in effect, is their adopted nichanne— The Jacks. Detackments of the unit have served throughout the Facific — whereever their specialized skills have been needed, while the main body has remained attached to Air Force Head-quarters.

(In behalf of the enlisted men, Fagt. Al quilici of Corte Modera, Calif., promises his outfitt's full cooperation in all activities of the 91st Ming and looks forward to a long pleasant association,

— The Engineer Jacks.

THIS PAGE IS UNCLASSIFIED Wing's First Year Top Entertainers Recently we enjoyed "Hellzapoppin'". (n the screen, we've been enter-tained by a veritable galaxy of stars Betty Grable, June Haver, Greer Gar-son, Ingrid Bergman, Joan Leslie, and Lauren Baucall are but a few who have helped brighten our off-moments. April 23, 1945

### Veteran Crew Chief



ABOUR: Major Shome and the SI responsible for keeping his ship in tip-top condition— S/Stt Raiph R. Winkel, crew chief from Milwaicee. Winkel has been the Major's crew chief shee the arrival of the Strafing Saints in the SWPA 18 menths ago. He has been accounted with aviation of some sort since grade school days, and worked for the large Aviation Corp. before entering the Army in Hovenber, 1910.

# The Pause That Refreshes



Enlisted men of the Strafin' Saints squadron refuel after a hard day's work on the lime or on squadron details at this new club, located in their recreation building, their recreation building, and sembership is open to all squadron dis, and the rules have been drawn up by the club members, 'Tis said the morale has jumped consider-

USSR LISTS NAZI CASUALTIES LONDON (CRS) — According to the Mossow radio, Germany's losses in the war with the Soviet Union to date total more than 10,000,000 men.

SAN FRANCISCO (CNS)—Californians drank 18 million gallons of liquor during 19hh, statistics disclose, Boughly, that's 296 mighballs for every person in the state.

## **Dumbos Beat Sailors**



Flaying before a large soldier-soldier-Filipino crowd, the U.S. Army, represented by the Dambo softball team, scored a decisive 5 - 0 victory over the U.S. Navy, represented by a team from the Destroyer Escort W.J. Manuel", on Easter Sunday at Dambo Field.

team from the Restroyer secort "k.d. Manuel", on Easter Sunday at Dumbo Field,

It was a tight pitchers' battle between Tonon of the Dumbos and Rusek of The Harmel. Neither team was able to score until the 5th inning, when the Dumbo ten pushed five runs across to sew up the game. Two errors by the Mary in the 5th inning proved costly to the Hammel team. Tonon allowed only one hit, a single by Creel, Navy left fielder, in the lath inning. The numbo players made only three hits off Masek, Navy pitcher, but they bunched them to win the game.

Before the game, the sailors, as guests of the Dumbo outfit were shown around the squadron by the Dumbos' CO, Major lavis. Chow was provided for the sailors at Ftomaine Hall, squadron mess.

#### A Picnicing We Go -



Time out for food and a gossip session at the picnic.

In the mood of spring time in the states, or with a desire to get amy from the routine of toeing the GI line, the enlisted men of the Strafing Saints squadron packed up a picnic lumen the last Sunany of Karch, crossed maddy rice paddies to a shady occount grove and enjoyed a real states-like picnic.

The idea was conceived by Pvt M. C. Moricle of the squadron and a local citizen by the name of "Doc" Walterio. Doc said he could get the Filipino belies lined up, and Moricle could supply the refreshments, as the men in the squadron say only Moricle can.

The strafing Saints went for the

sip session at the picnic.

idea. So Sunday norming the mess truck was loaded and started for the picnic spot. It wasn't easy to get there, though—they had to push and pull through—they had to push and pull through rice paddies, scrape closely rowing trees, until finally the cocount grove was reached. Filipino friends were already waiting, and the food was gread.

Filipino girls of the area, never reacted the party. Opl Moncrief, driver of the truck, lost the way and failed to find the picnic-site.

Fut there was dencing and entertainment. Two Filipino boys played guiture and other string instruments, and the girls sang solos and duets to rounds of applause.

# Dumbo Softballers Win 220, Lose 33

By "Hank" Goesch

Since its formation at reterson field, Colorado, in the early part of 1943, the burbo Softball team has rolled up an enviable record. Blessed with many ex-college and former semi-pro players, the Dumbo team developed into a well knit ball club from the start.

Under the able management of T/Sgt Al Kosmp, a former semi-pro player from Fords, N. J., the Dumbos had the top softball town of Peterson Field. Smile participating in the Fike's Feak softball tournament, the Dumbos won the acclaim of many fans in Colorado Springs for their fine play and sportmanship. They swept through all opposition in the tourney and auvanced to the finals against the popular flue Spruce ten, a civilian club of



Catcher McCraw slams one to center.

Catcher McCraw slams one to center.

Colorado and one of the best softball outfits in the States, before being eliminated.

Frior to their departure for overseas duty, the Dambo team's record was 101 wins, with only 9 losses.

In December 1913, the Dambos hit kew Guines. Camp construction and other duties prevented the construction of a dissond until the following barch when the air echelon arrived to rejoin the squadron. A dimmond was hacked out of a kunai patch and the softball team resumed play again. The team notched 109 wins against 2h losses. By upsetting the highly touted 2nd Station Hospital ten in a close game before the largest crowd to witness a sporting event in the area, the Lumbo team became the undisputed champs of Southeastern New Alinea.

Chinea.

In their first start in the Fhilippines, the humbos opened with a twin bill against the top-noted Toposhoth gases were won by the Dumbos, 1 to 0, and 3 to 1, with Faulic Tonon and Jack kartin the winning pitchers. Tonon won the opener with a brilliant one hit shutout, a seratch bingle the cond off the Topos again by a 1-3 count, defeated the Eight hallers

twice, and trounced a Signal Company team. "Tron Man" Tonon was the win-ning pitcher in all of these games and threw a no hit, no run game against the Eight Ballers. By winning these games, the Dumbo softball team now has the almost un-believable grand total of 220 victor-ies against 33 defeats. They have



Pitcher Tonon safe on bunt.

As soored at least one win over every team that defeated them.

A great defensive club, the Dumbos usually need only two or three runs to breeze in. However, they also have some good stick-men. Present records show "Hank" beesth, southpas swinging outfielder, leading the batters with a hlT average. Following close behind are Al Rosup, second baseman, abdo, Bob Mayte, shortstop, 1855, Bob Smith, right fielder, 1855, and Jack Wartin, first baseman and pitcher, 335, and the right fielders of the team include catchers Mike Suchinski, John Bobraw, Bill Threatt; infielders Art

Rinderknecht, Walter Beck, Pat Cacacie; outfielders Dick Garder, Joe Lagattuta, Tedy Majcher, and Art Rashif. The pitching staff is made up of Tonon, Martin, and Ed Schelkamp. Tonon hurled nore than half of the total 220 games won by the Dumbos.

Set hob Whyte has relieved T/Spt Al Kosup as manager and is doing a good job by keeping the Dumbo team on the winning path.

#### Reimer Hooks Big Fish

Demonstrating that there are "fish in these tier waters," Onl Van Beiner of the Figit in Seventeen recently came back from a fishing trip in the Ming crash boat, bringing with him this 35-pound Wahoo. This is the largest fish yet caught by 91st anglers in the Philippines.

Van Beiner, who halls from Berkeley, Calif., caught the k2-inch fish with a fencing foil steel rod, a 35-pound test line, and a feather jig. The battl. lasted 15 minutes, and it took 20 more before the fish was hauled into the boat.

The largest Wahoo ever caught with rod and reel was a 121 lb., and reel wa

#### SPEEDY PROGRESS

CONCOLD, N.H. (CNS)—Franklin Fierce, a New Hampshire boy who became the lith president of the U.S., went ahead very fact in the Army. In the Mexican War, he entered the Army as a private and in less than a year was consissioned a brigadler general.

ENTER WING-DING SHORT-SHORT CONTEST



ABOVE: Members of the championship Dumbo softball team, which has won 220 of its 253 genes. Stending, L to R: Ruchinski, Elklekamp, Smith, Goesch, Martin, Geesch, Martin, Cacacie, and Rosup. Enceling, L to R: Lagattuta, Majcher, Cardner, Whyte, and Tonon.

April 23, 1945

#### Hawkeyes Meet **Brothers**



and Horace Hartwell



It was oblibate week in the Hawkeye Group last week when of Sit. Micheel Froin net his brother, Sigt.
Milliam Srealna, both from FrackMilliam Srealna, Galifornia,
The two sets of brothers were reunited after separations lasting from
30 to 30 months. The Greeinas had
been apart the longest, a total of
25 years. Mike has been overseas 18
months as a technical engineering
inspector, while Hill has just arrived
as a member of an engineer maintainance conyar. It was more than a
month after Hill's arrival that Mike
was able to find him with the aid of
his Jeep and his Ard mamber.
The fartwells had more difficulty
in sutting together. Bon was et a
forward base with his unit, while brother force was in a rear area replacesent depot awaiting assignment
to an initatry owith. With his CO's
permission, bon was able to fly down
in a courier plane and spend four
days with horace. There was plenty
to talk about, since both Hartwells
are married and Horace had seen the
fardlies before coding across. Bon
has been overseas 18 honths, working
as a cavera regalman.

Stranger: "I've come out here to make an honest living."
Native: "Well, there's not much competition."

## GI, Wac Wife Reunited



Even in the Army, with its myriad regulations concerning the age old subject, love will find a way.

Ohl Bromas F. Tobin, Jr., a Hawkey serial photographer from Fawtuckt, R.I., bid his Wal lieutenant wife, deneva, goodbye last becamber 3rd in Chattanooga. She was going overseas at the completing his craiming, They both thought the parting would have to last a long time, became Tobin was sweating out his own overseas orders. The Army's nocessary habit of breaking up comples was uppermost in their minds.

Jeneva arrived in New Oninea on New Year's bay and innediately began writing her husband still in the States. Then Tobin received his orders and arrived in this theater on January 21. He found twhere deneva was from her Afo and started the ball rolling to get to less bulned. In the meantime, Jeneva's orders took her to a letterlands East Indies base, and Tobin was getting farther and farther away in the Philip lines. But the necessary orders for Tobin came through, and the comple were reunited recently in the NEL A station hospital turned over the former recidence of a lieutenant colonel to then, and the couple was able to goed a tweek in their "honeymon cottage."



## Headquarters, too, Has Reunions





Neill and Allan S. McRimmon

Further proof that the Philippines are the present cross-roads of the world is the reunion of these two sets of brothers.

Ple Bernard Povich, Beasquarters, Fran Far Harbor, Maine, was paid a visit by his brother, Chirley Fovich, War Correspondent from the Washington (Ib. J.) Foot. The two had not seen each other for sore than 2 years. Ple Sermard has been in the Arry is nonthis, 18 of which have been ment.

Meil Mejdisson of Headquarters and Cpl A. S. Medisson, member of an Engineers Boat and shore Regiment. Four years age Meill said goodbye to his facily in soliand, N. C., and joined the Any. Purloughs were scarce, and the left for Australia within 10 months after enlisting. His brother entered the Any two years ago, and has been overseas 12 months. The meeting of the two might have occurred sooner, but Neill was on TD in the States until resently.

#### Celebrate Dumbos First Field Day

By William Kurth

By William Kurth

Have you ever attended a Field
Lay? No? Shucks, you don't know what
you've missed! Ask any member of the
lumbo squadron who participated in
the Dumbo's Field Bay held at Lumbo
Memorial Field on Friday, 23 Warch—
the first and only Field Day the outfit has had in its almost 3 years'
existence. It was enjoyed by all.
What is a Field Day? Well, it's
like a picnic back home. There are
competitive sports, there's food and
drink (orange-ade), and there's lots
of fun. No formality on Field Day.
Officers are on KF and serve the enlisted men. The CO himself dished
out the locd tea.

The whole squadron was divided
into teams of ten men each. For each
event—basehall throw, baskethall set
shots, tug o' war, volleyball game,
relay races, greased pig event, football throw—a definite number of
points were assigued.

The greased pig event proved the
most hilarious event on the docket.
In this event, only the team captains
or their representatives participated.
A young, thoroughly greased pig with
a loud squeeler was used. The men
lined up about 200 feet away from the
spet where it was held. Upon a signal
the pig was released and the men
plunded after it, through mud and
puddles. It resembled a football game
in the States with the fellows making
flying tackles for this event went to
nice specially slipped through greased hands
while squeeling its head off the
nine points for this event went to
"Comboy" years who was an extremely
messy-looking II after the context.

"Comboy" Ayers who was an extraely messy-looking DI after the contest. The team winding the most points won first prize of three cases of beer. Second prize was two cases of beer, and third and fourth prize one case.

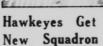
# Their



ABOVE-"i've got it, I've got it!" is cry as Dumbos play volleyball.







New Squadron

Most Capt Neale W. Balker, CC of the newest photo recommination of sundron to join the Handery brough. The new squamon carried in the Mether-land East Project in 18th Movember, after mently two man a half years of training in the States.

Capt Backer, who is from Kans. City, Mo., joined the squadron intecember, 19th, after a year in the breenland and lealend region. Fror to that these he was service in Fortalegia, Frazil. He becare commanding officer in January, 19th.

The squadron which he now command was activated 17 July 19th at Soutant Field, Ft. Max, 27., as an observation squadron. Shace that these it has been variously a recommandance squadron (fighter), a tactical recommandance squadron before it was redesignated as a pintor recommelisance squadron in May, 19th.

Besides Fort Knox, the outfit has been stationed at Dambell AAF, 19v., Bowling Green, Ky., and Mandoge AF, Oklahema. During the surver of 18th it participated in 2nd Army annowers flying missions over Kentucky and Ternessoe.

At the precent time the main count theaters.

At the precent time the new photo outfit is awaiting orders to now up

--- 0 ---

WANDERLUST DAYS TO START WHEN WAR BINDS

man wan amus

The war has stored up a vast amount of vanderlust in the American motorist, says the Chicago Motor Club. Some 23 million American motorists now bedevilled by gas and thre rationing and wheezing cars are planning postwar trips when their problems are eased. 19% are intending to go over the Alcan Highway, according to the club's survey, and Mexico is next with 17%, then Canada with 15%, South America with 12% and the Pan American Highway with 11%. -(CNS)



Winning team receives three cases of beer from the CO, Major Nevis.

April 23, 1945

The Wing-ding

Page 15

## Topos Rejoin Wing

The "Topos" are once more under the Wing. To the men of both organ-izations this came as good news. For many of them it affords an opportun-ity to renew friendships made in New

ity to renew friendships made in New Dainea when the Topos were connected with the 91st.

After several months of being more or less "oryhens," the Topos are glad to be back in the fold. In the minds of namy still linger fond memories of hew Dainea and the condended Thilsted Ben's Clui, those "fat-cats," and the cold cokes.

Since coming overseas the Topos have made an enviable record, a record which brought forth letters of commendation from several higher head-quarters. During Wards all previous production records were smashed in the busiest month since overseas duty began.

iroduction records were escaled in the busiest month since overseas duty begon.

It was almost 1d months ago that the topos leaded in Australia. Since that time they have worked their way up through New Guinea, the Netherlands lead to the topos leaded in Australia. Since that time they have worked their way up through New Guinea, the Netherlands lead to the Hillippines. They turned out many miscalances reproduction jobs, scores of higo-priority special maps, and, as the construction erew says, "The heat learn latrines in The Hillippines."

In the field of sports the Topos boast a crack soft-bail test that has few losses chalked up against it. In addition to the first test there are several inter-company team which liven up the off hours. According to rejorts they challenge any and allocurers to a year as soon as a suitable discord is built.

The Topos are looking forward to many months of pleasant association with the Wing. The general consensus of opinion on the attachment can be surmed up in one work, "swell."

—0. ... (New York (CSS)—This sign happe

New York (CNS)—This sign hangs in an Mast-side tailor's shop that specializes in uniforms for Macs and Maves:"We fill out government forms."

Veteran First Sergeant John Yourman of the G-Ballers has gone home on Temporary Duty furlough after three years in the SMFA and Far East Theaters. First Sergeant Gilcoly has taken over the job of guiding the Eight Balls.

The 8-Ball volleyball courts get a workout every night. So far the enlisted men have the edge on the officers, as the scores are chalked up.









#### Wing Travels Far In Year

"Seventy-five percent of the photo intelligence supplied to GHQ comes from the 91st Fhoto Wing," remarked lajor General Emis, C. Witchead, Commanding General of the Fifth Air Force, after he had finished pinning medals on a group of Wing filers.

Celebrating the first anniversary of the Wing's activities overseas, the General's statement pretty well covers what the 91st has done since its arrival in the theater last April. The 6th Group, moulders of hot photo pilots, took to the air day after day photographing sections of New Guinea, the Netherlands East Indies, and now the Fhilippines. They boast of having "photographed General Heacthur to Manila".

The 71st Group, its planes everywhere, took thousands of feet of film and expended thousands of clips of assumittion and bombs in strafing and dive bombing attacks on enemy positions.

Che of the Strafer squadrons,

and expended thousands of clips or assundition and bombs in strafing and dive bombing attacks on enemy positions.

One of the Strafer squadrons, which is no longer with the Fifth Air Force, used "grasshopper" planes, and most of the pilots were enlisted men. They called their outfit "The Quinea Short lines" and they boasted of having the shortest airline in the world. When one of their Thying serpeants came back from a mission, he usually had big news. Those little planes could spot more trouble from the air than most big aircraft. And those little planes did a man-sized job by dropping everything from surrender leaflets to mortars, once when a band of infantry was stranded an ancut off from help, the "grasshoppers took to the air and dropped rations to their brothers in arms. For that deed the Short liners get themselves a good spread in the Saturday Evening Post.

Fhoto recommaissance in the SaFA actually got its start when the Hight Ballers were put into action. Later the 5212 Provisional Wing was formed this organization, nade up of nen from both the Hawkeye and Strafer groups, formed the mucleus of the 91st, and when the latter came overseas both forces joined, later the 5212 was disbanded to form a single unit called the 91st Photo Wing, Harconnaissance.

Fow men are left in Headquarters who were with the cld \$212. Nost of the officers and men have gone back to the two groups, but there are still ten or twelve in Headquarters. These nen, along with the others, can take much of the credit for breaking in the green 91st Wing personnel when it arrived in the Southwest Facific.



0 4 9



#### He So Hot! lsn't

wine-bins user-concar stract

wice. It was great being a pilot
in the states. It attracted a lot of
attention. Some loved going out with
pilots... Ver here it's not like
that, though, he one gives a darn
whether you fly or not... So places to
parade around when I have a little
the off. Life's a lot more dull.
These thoughts were running through rete's nine as he fare down the
number fringed constline, searching
for his alieston target; for finally
spotted it, made his strafing run,
and salled into the clouds.
""ell, I hit the target area
anyway. aybe I should make another
pans... still have plenty left in my
gune. Gh, the hell with it... Let some
other goy tame a crack.
"Sull baylose something mappens. hell,
all they do is give me a memorial
service. That's great! ha! I'm a
sucker... My do I have to fly? Light
as well amin it—lits the uniform.
Lell, a guy can make a minute.
"My can't I be a ground man and
watch them take off? I can wave my
hand and call out 'Tame it easy' and
give one of those silly grins.
"Syling aough len't so beat though,
yer mose tris much cough when I was
a civile. I've quite a bit salted
away now.
"Hell, it's easy to ground myself,
out it may take a little trouble.
Some of the boys may make a few
cracks about it, but who gives a
carm?
"I'm takin' a helluva lot nore

cracis about it, but sho gives a carn?

"I'll takin' a helluva lot more chances than any other branch of the service. Well, infantry takes its chances. But a usually take mime slow. Maat's it jetting mer bothing, puess i'll try to figure out some way it can be done. I've been fooling aroune for the last six months...and that's energh."

By this time fete was over the airstrip any finishing his pattern, bown the strip he came.

Again his thoughts came to life:
"By, even now I might set it. It's not only up there can happen anytime. They will be setting to good."

His crew chief waves his arms in close as he turned into the revetment area.

wnn-only short-short study

"Top. It was great being a pilot in the States. It attracted a lot of it. the sum all day, but he post such a lot only but he post such a lot of it. It is only a lot of the states of

# The Wolf by Sansone

#### Wins Sketch for Short Short Story

short Story

sketch to be awarded for short-short
stories published in the min\_ding is
spl victor Fortucei, member of the
strafing Saints. Bis story appears
on this page.
Sketches will be awarded to men
substiting short-shorts suitable for
publication in the imp-ding. The
deadline for this contest is the 20th
of Lay. Stories should be limited
to 650 words, and should be mailed or
forwarded to the ming-ding editor,
lach story will be judged by staff
members on its merits alone. Both
entisted personnel and officers may
enter the contest.

#### Two Squadrons Get New Names

Lord has just been received that the new nick-more for the strafors is "The Straffing Saints." The squadron has recently received a new insignia, drawn by Mait Dioney, which depicts a eigar swoking bear riding a plane, and carrying under his ems a book, camea arrying under his ems a book, camea arrying under his ems a book, camea serving been informed that the correct name of the squamon we have been calling the "Jun-a-lugs" is the "Chuck-a-Lucks." Be apologize to this squadron.

BARDED LADIES

LAMCASTER, FA. (CRS.)—The local Weterans of Foreign Wars Association has
a collective red face. They sent
surprise packages of shaving cream
and stylic pencils to embers of the
annes forces overseas only to discover that 18 of the addressees were
WACS.

#### RANK-HAPPY PRIVATE BEATS ROOM SHORTAGE

BEATS RULE SHORTAGE FURT LAWN, MASH. (CRS)—An unusual nerse is a mandy thing sometimes, acc-ording to Ptt Colonel Underwood. For Underwood drops reference to his rank then calling for hotel reservations. "This is Colonel Underwood speaking," he says, and it usually works.





It's a pleasant surprise whenever Ida Lupino comes out from behind the dark, moody characterizations sake plays in such movies as her latest for Narmer Envithers: "Devotion," the story of the Envote sisters.

Look once more at the surprise above and ask, "May doesn't she do this more often?"

PUTS IN HER THREE CENTS WORTH

Sait Lake City, thah (CNS)—Had krs. Katherine Kubulas filed her in-come tax return by mail it would have cost her twice as much. That was why she waited in a long line at the office of Internal Revenue to make her payment of three cents.

ENTER THE WING-DING SHORT SHORT STORY CONTEST AND WIN PORTRAIT SKETCH!!

HERE WE GO AGAIN——!

Washington, D.C. (CNS)-The Texans are at it again...circulars and posters are being distributed through the capitol here proclaining that Texas will "honor the United States on the LOOTH anniversary of its ammexation" to the Lone Star State!

to the Lone Star State!

Svery vetera discharged from the Air Forces can have a job if he wants it with the Army Technical Service Command under a recently announced plan. The Command has more than 6000 types of jobe in 137 installations. As long as vacancies exist, veterans will be given jobs in capacities that will utilize their skills and experience. (ONS)

A SLEP OF THE LIP MAY HELD THE NICE.

A SLIP OF THE LIP MAY HELP THE NIP! SILENCE MEANS SECURITY!



Your nosey reporter was this week on the prewl in the hinter-lands, gathering opinions on a question that is close to the hearts of all of us, and one which furnishes plenty of fuel for the hot-air league. Ponder it well, GIS, 'cause here it is: DO YOU THINK A LARGER BORNS THAN THE \$300 ALREADY PROVIDED FOR OVERSEAS SERVICE MEN ON DISCHARGE WILL BE GRANTED? DO YOU THINK IT SHOULD BE LARGER?

GRANTED? DO YOU THINK IT SHOULD BE LARGER?

Qi) David Herbert, who spends his time in the communications section of the Straing Saints, holds this opinion: "In a strictly impartial point of yiew, I think the men yourseas should be paid as bonus for each mouth's service actually spent outside the U.S. As for the question of just how much money should be paid for each mouth's service, that's something else again and I believe that could be very ably handled by Congress."

Chuck-a-Luck T/S R. E. Sakrissowho hails from Clatskande, Ore., sa this: "I don't think there need be any federal increase to the discharge bonus but I do think each state should appropriate an additional amount for the veterans. The amount sepending upon living costs and based on the average wartine wage of civilians, so as to compensate for the pay the soldier missed while in service."

Fighting 17or FFC John Cacciatore of Yonkers, N.Y., said: "I believe the amount stipulated at the present time is hardly adequate to take care of the needs of discharged veterans. Nothing oan actually repay a man who has spent time in mar zones and foreign lande. Not to belittle the GIs who are left behind in t States, I never-the-less feel the should be a greater difference between the mustering-out pay of overseas vets and men garrisoned in the U.S.A."

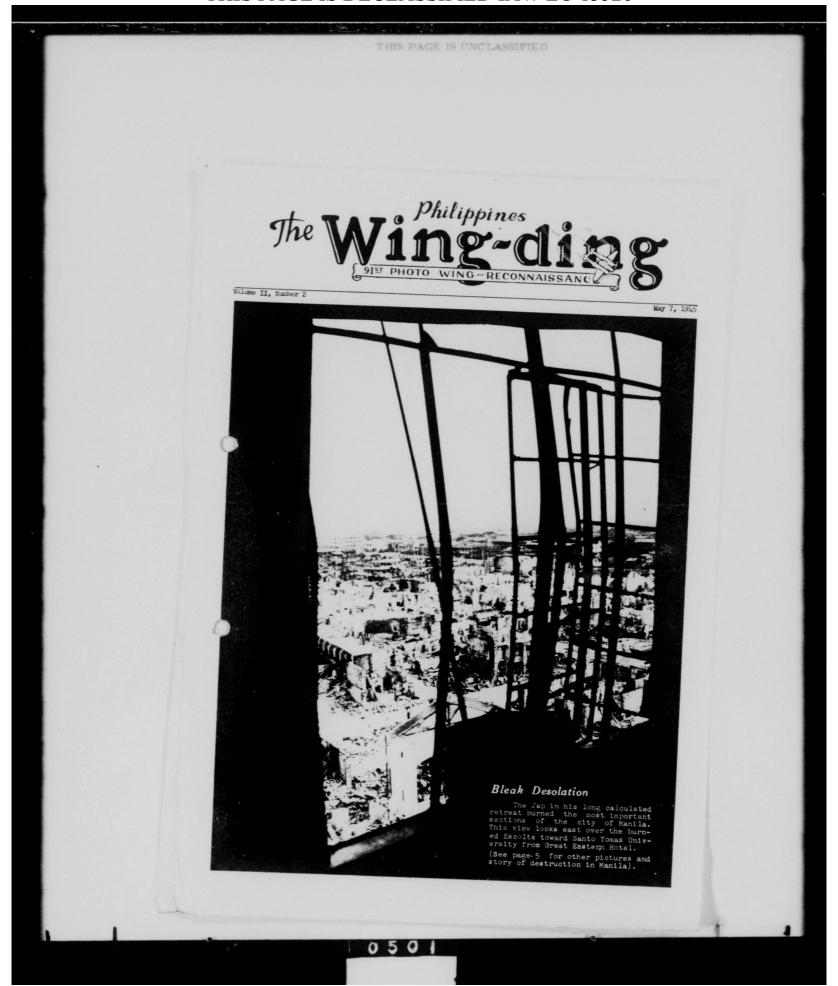
At Camp Clark, Missouri, German prisoners of war contributed \$3,265 to a recent Red Cross fund drive, it was amounced by It Col E. M. Frakes, post CO. (CNS).

#### Male Call









THIS PAGE IS DECLASSIFIED IAW EO 13526

# Wing-ding

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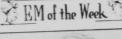
## Editorial

If, DUMING BASIC training at an Army air field back in the States months or years ago, depending on length of service overseas, the men of the Wing headquarters equadron, the signal company, the photo tech unit and squadron, and the combat camerasen, had been ordered out to a dusty parade ground and marched around in the sun (such as the Fhillippines, tropical, M-1) for an hour, there would have been many dust-blinded, sick GIs, cases of heat prostration, and much confusion of steps of marching. But last week these nen were called out to the parade ground by the Wing flagsole in full fatiques, helmet liners, pistol belts, casteens, first aid kits, carbines, and incidentals, and they drilled. Nobody passed out. There was seldom a man out of step. Ommands were snapped to with precision. The lines weren't dressed up so well, partly because the men were dodging stones and ridges in the ground.

Whether we realize it or not, though, we've come a long way since Basic, and we're able to take the hardships we once considered unbearable. All considered, the Wingmen are

ON THE Q. T.

DALLAS, TEX. (CNS)-There are different kinds of doctors, all right, according to Miss Elizabeth Modar, of a Ballas airline office. Quieted by an attack of laryngitis, she duffully arranged plane space for a Dr so-and-so, then whispered, "Doctor, what do you recommend for laryngitis?" The good doctor's reply was, "Since I am a Doctor of Divinity, my child, I re-commend prayer."





by Barber and Clark

ty Barber am Clark
Lada srount the Headquarters Squadron affectionately call him "Pop,"
but outside of thinking he's a "swell
gy" and knowing how much he prides
himself on putting tasty meals before
greatly appreciative GIs, they really
don't know too much about him....so
here's the rest.

(he bright day, in the kerosene
lamp and candle lit year of 1907, a
squalling brat popped into the world
at Kent, Chio, and was labeled Harold
J. Dworchik — and so our star was
born.

at tent, and so our book.

All the usual pastimes of a small toom boy during the horse and buggy era cast their charm and spell over the "Dworchik kid" — hunting in the nearby woods and fields, fishing the local streams, taking saturday afternoon and hookey dips in the "ole swimmin" hole" and having fun in just being young that only suburbanites experience.

Later on, the local grammar school,

being young that only suburbanites experience.

Later on, the local grammar school, picmics, high school affairs and socials held his attention. It was about then he met, wood and married Martha. Prior to entering the army Fop worked in the service department of the Twin Coach Company, was a volunteer fireman, and was about to become a driver when the long finger beckoned and his friends and neighbors sent "greetings."

The rudiments of basic training were instilled at Mismi Beach, and from there he left for Cooks and Bakers School at Camp Lee, Va. Jefferson mert in his travels.

Pop's cruise to the South Seas was made "casual replacement class." He was subsequently assigned to the old 5212th Photo Reconnaissance Wing (F) in New Quinea.

SOUL OF A POET

SOUL OF A POET

SOUL OF A POET
WOODSTOCK, N.H. (CNS)—This White
Woontain town of 783 people was
cleared of debt recently because of
the admiration of affir. L. Dewey' of
Muskegon, Mich. After the news appeared that the annual debt was down
to \$1.19, Mr Dewey sent a check for
it and also sent along this verse:
"Flease accept this little prize,
smartest town of any size."

ATLANTA, GA. (CNS)—The most fun-ous street in this southern city is finally going to have some of the trees for which it was named. A large department store is planting peach trees at its entrance on Peach Tree Street.

#### THOUGHTS IN PASSING THOUGHTS

by Chaplain Charles K. Douglas

It happened in a San Francisco theater. You wouldn't look for a sermon to be preached there, but there was one. The preacher was an actor, a dancer named Faul Draper.

He put on a good act. The audience liked it and gave him several encores. On the last one he offered to interpret musical numbers which ed out their favorites, semi-classical, popular, current hits. Finally, some man in the audience said: "Stand Up for Jesus". There was a bit of laughter. Mr. Draper stood with his head bowed for a moment waiting for the laughter to die. Then, in a calm voice that carried to every corner of the theater, he said: "I hope that every step I take will be just that Standing up for Jesus".

There was silence. The crowd was saying two things: First, you don't take sacred things and nake a joke of them; Second, here is a mon in the same the said and here. Faul Draper preached a sermon. In it he gave the core of religionsevery act, every word, every thought, devoted to Him.

# Plans Aid for

CHICAGO (CNS) — A Marine veteran of 22 months service in the SWFA has a plan which he hopes will end the job worries of the men on fighting

of 22 months service in the SWFA has a plan which ne hopes will end the job worries of the men on fighting fronts.

James H. Simpson Jr., Chicago attorney recently returned to inactive status as a Marine Corps captain, described the work of "Industry for Veterans, Inc." as a non-profit of ganization in Illinois. It see pledges from Illinois industries that a minimum of 25% of postwar jobs will go to returning servicemen and women. Pleages have already been signed which insure 17,500 postwar jobs for Illinois veterans apand nationally. If they are not hampered by injuries, returning soldiers are assigned to the type of work they performed before entering the Armed Forces. For the others, a carefully worked-out formula determines the type of job for which they are best suited. The soldier's return to industrial employment begins with a medical examically and the supervision of special representatives of the hiring company's personnel department. In all cases, the worker is fitted to an existing job essential to the general set-up.

Simpson says "Bnustry for Veterans" marts "NIS to feel something definite is being done now about their chances to get work when the war is over." The plan has been worked out with the Army and Navy to inform servicesen about the program. Industries signing up with the organization will public the plan.

PASS-ON YOUR WING-DING TO OTHERS

May 7, 1945

## Squadron Boasts Irish Top Kick



The map of Ireland you see above belongs to F/Sgt Thomas Fatrick McMiness, new top-kick of the latest to recommaissance squadron to Join After serving for two years as a buck sergeant in the orderly room, "ace" finally got his break and went from a three-striper to a zebra are in less than three nonths — and the men in his outfit agree he deserved it.

it. Mac should know how to handle men. Before Uncle Sam called, he was tending bar at an American Legion post in Plattsburg, N.Y. To add to that, both his father and nother were born in Ireland, making him 100% Celtic—what better qualifications?

#### Our Apologies

Our Apologies

In last issue's story of the presentation of the legal of Homore to Bajor william A. Shome of the Strafing Sainst, the Eng-dang neglected to mention Maj day Zeazer of a 5th Air Force Bonb group as a previous winner.

Bajor Zeamer won his "edal of Honor in June, 1913, when he flow on a photographic mapping mission over some islames near New Johnson Over the formidably defended area he was to map, his crew observed about 20 enemy flighters on an aireastrip, many of them taking-off. Despite the certainty of attack, he persisted in his mapping run, even after the attack began. In the ensuing buttle, the major received gun-shot wounds in both arms and legs. Although thedding severely, he manuvered the damaged plane so skilfally that his gumen's were able to fight off the enemy in a battle lasting ho minutes, an to costroy at least 5 enemy planes, one of which he himself shot down. Although weak from loss of blood, he refused moulcal ain until the enemy had broken contact. He then turned over the controls but continued to exercise command, despite lapses into unconsciousness, until his plane landed at a base 500 miles away.

SQUADRON ADOPTS NICKNAME OF "THE WRECKONEERS"

It was announced hast week that the Wing outfit previously operating under the name of the "Pighting IT" has changed its name to the "Wrecko-neers." The new nick-nume will be used hence orth in Wing-ding stories.

#### Vernier Solves Coke Problem



In every outfit there are men who are not satisfied with their daily duties of wording in their section. A lot of these men like to pursue activities such as took up their time in civilian life, either their regular occupation or a hobby. The talents of one man in the Wreckomers has helped boost the morale of the squadron considerably, The man in this particular instance is Sgt Samuel P. Vernier, who recently came through with a self styled coo-cola dispenser.

Sgt Vernier had for many months considered the possibility of constructing a coco-cola dispensing machine. Building things was Vernier's job and also his hobby. Mith symp and carbon dioxide available, the sengeant knew that he must devise some method for mixing the ingrediants and dispensing the beverage in one operation.

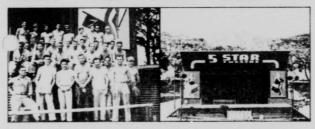
After several months in the Fhilpines Vernier managed to collect such discarded items as HI cans, some copper tubing, a B-25 oxygen tank, shower valves, etc. For about a week the sergeant worked on his dispenser during his free evening hours. In the middle of Narch the job was completed and the pile of junk was transformed into a technological narvel - a coco-cola dispenser. The squadron had misched on a new ers of custom-cade color.

Sgt Vernier, called Frenchys by nic friends, is the son of Hr and Hrs Sly Vernier of (wosso, Nich. Before heaction into the army he worked as a maintenance welder with Chevrolet Notors, Vernier has been with the Greakoneers since July, 1913, when he joined the outfit at Laurel, Hiss. Arc and gas welding in his specialty with his work in the squadron. Fefore Johning the outfit, he was a cook with the 69th Coservation Group at Larch Field and then as a welder with the 7th Towarder Squadron.

#### SCHE ETO VETS TO GET FURLOUGHS

was firsten (CNS)—Aithough the most difficult shipping problem of the war will follow constation of mostilities in Germany, the Army will bring some of the troops in Europe to the United States for furleughs before they are reassigned or discharged. That was disclosed by 15 cm Erchon E. Somerville, chief of the Army Service Porces. Other troops, mostly service troops, will be moved directly from Suroje to the orders. WAS DIGTON (CNS)-Arthough the

#### The Jacks Built House



It may have been noticed by many speciators of "Mais Is the Aray" at the Five Star Theatre that a content edgebup of callsted non were occupying from seats such as usually are reserved for the brans. There was a reason bedind it all. These men were construction specialists and artists of the Air Force Engineers, and the Five Star Theatre is their "buny." The stage was built by men of the supervision of 7/5;t dardee Millius

of Atlanta, Ga. The luncious wals decorating the facade are the work of artists 7/2 dem Worther and Fie bred Reinke, both of Los Angeles, Calif. 7/5 Alan McNeal of Lenver, Col., erected the light tower. In appreciation of their good work, all those who had a hand in the completion of the theater received a letter of commendation from had ben pulled. The abstract of the commendation from had ben pulled. The area of the commendation from had ben pulled. The property of the commendation from the preserved seats at the theater's first two performances.

#### Voice of Experience?

NASHVILLE, TENN. (CNS)-"Lipstick is a dangerous instrument," says a bill recently introduced in the Pen-nessee State Legislature. The bill would promibit use of the seery stuff and fine users \$10,000.

#### Wife Loses All

OAKLAND (CNS)—Arthur Curninguess sants a divorce free his wife, borie, 18. The charges he came home one night and found her playing strip power with h strongs seen. He wasn't winning either, he complains.

# The Musketeers Open The Bamboo Room





## Lanny Ross Visits Wing



ABOVE: Lamry Hoss, former radio, stage and screen singing star who is now a major in the Special Services section of USAPFE, paid 91st Wing units a visit last week. He is shown above tellking to Syt Andrew L. Flynn, F/Sgt Charles R. Jones, and Sgt John B. Singletary (back to camera) of the Recco-Sigs. Capt Arthur 7. Frank, Wing Special Service officer, looks on.

#### Recreation Hall Formally Opens

Service building in the islands,"
was the consensus of opinion in wing
units which attended the formal opening of the 9lat's new building Saturday night.
Highlighting the evening's progres
was a show by the 5th Air Force's
Special Service unit, featuring the
Fhilippine's "andrews Sisters" (see
Wing-ding of March 12). Another hit
was the free beer - ice cold - which
was presented to the men by Artonio
irias of the San Miguel Brewery Co.
in Manila. Sandwiches, nade-up by
seven of the Wing units, and cold
comes were also served.

Chlisted men of the Musketer spaaron opened their new club, "The isahoo Hoon," in the outfit's area on April 21 with all the hilarity and "ceresony" appropriate for the occasion.

Highlight of the evening came when Opl kenneth h. Ourtis walked in, orresed as a girl, and the bis staged a jitterbug dance with "her."

The club was built mainly by the enlisted men of the squadron. Art work on the large pin-up gal gracing Hishop. Blue and red parachtes are hung from the celling. Tables line the walls of the room. The roundended bar is complete even to the foot rests.

The days before, the officers of the squadron opened their new club, assisted by a group of Army Marses from a nearby hospital.



"Belle of the Evening" at the opening of the Basboo Room, now club for Musseteer enlisted men, was Cpl Kenneth L Curtie, shown here surrounded by group of arment austrers.

#### THREE YEARS SOBER? YE, GODS!!

PHILADRIPHIA (Cks)—William Crawford has to stay sober for 3 years if he wants to stay out of jail. That was the sentence passed by a local judge when Crawford was brought up before him on a charge of shooting his sister-in-law after imbibling of the crone.

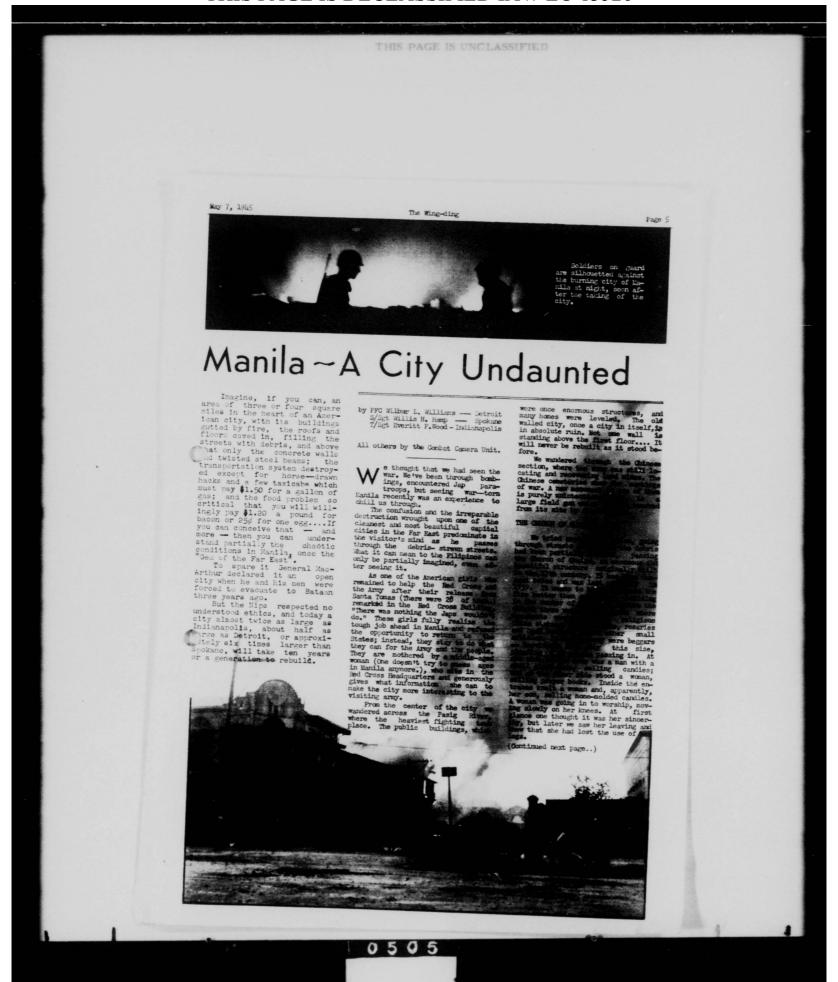
## **Philippines** Pin-Up Boy



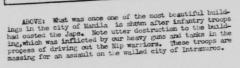
HEMANAPOLIS (CNS)—"well, here I come," said a burglar as he climbed out of a coal chute after ransacking a department store. He thought he was takking to his partner. But when he got outside, he found a cop was holding the caute door open.

SARPORD, ME. (CNS)—Mary Lou Bernier is suing the state of Maine for \$157.45. She says she was bitten by a muskrat while leaving a state operated store.

SAN FRANCISCO (CNS)—Two lady street-car conductors were arrested here on similar charges. One had blasphemously bawled out a passenger, Another had slugged a passenger in the nose when asked to stop the car.









ABOVE: Scarcely 50 yards from the entrenched Japs who are sweeping the ruins with smipers and favorably emplaced 50 calibre and 20 mm guns, a group of our men bring back one of our dead, who was moved down by a blast from a machine gun a little ahead. Hen carry him in a stretcher made from his own jacket.

(Continued from page 5)

Santa Tomas University, the oldest university under the American flag, opened in 1611, where many Americans were held for almost three years by the Japanese, was damaged. Framents from shell bursts spot, the wall surrounding the buildings.

As fast as possible the debris is being cleared. Tin roofing and iron beams are being salvaged for the reconstruction. Each little piece of wood is saved.

Among the rubble are many Japanese inwasion notes of one, five, ten, and fifty centavos and peso cenominations, many still in their original packages. Some bills such that the Japanese government promised the bearer ONE DOLLAR upon demand—an indication of Nip intentions with the "East Asia Co-Prosperity Sphere".

Transportation in Manila is mostly by foot, the street cars being out
of commission for long periods of
time Calesas, high two-meel horsedram carriages, line the streets and
many e hired for one peso a mile per
person. (A peso is worth 50¢ American
money.) The tiny pomies which pull
the macks about town are trained to
(not o six passengers and sometimes
are piled into the calesas, but
the mall horses trot along for miles
with their heads lowered.

Occasionally one can hire an
conetimes a Cadillace. Several Austins
with at least twelve passengers each
passed us as we strolled along Quezon
and Taft Avenues. The cost of gasoline, as well as its scarcity, prevenue scoses motor cravel, for three
pesoes a gallon is the usual price.

Santitation is a problem all over
the city. Water for drinking and
cooking is obtained from the fire hy-

drants during the day and when the water is shut off by night the manhole covers are removed and the pipes tapled. Families with every conceivable type of vessel go together to the hydrants to carry the precious fluid home. At one hydrant we were smused, yet pityingly, by one family gathered around a pan similar to a large dishpan. One little girl was washing off greens for the evening meal; another child of the family was washing clothing; and the mother was bathing the baby — all in the one pan at the same time. Such conditions exist mainly in those sections of the city where the people have put to replace their homes or business establishments. The Army has assumed the job of the samitation department, and, with the able assistance of the municipal samitation board, much inprovement is being made.

(Continued on next page)



ABOVE: A sad aftermath of war is the havoc wrought on the civilians. Here is a family which has returned to the askes of its home, looking for the few meager possessions that were not consumed in the fire of the night before... With tears in their year and grief-stricken faces, the Flipinos walk among the still hot enbers in their bare feet unminkful of anything save salvaging some vestige of their homes that were.



ABOVE: The Nips left land mines all over Manila as they retreated into smaller pockets of resistance. It took demolition engineers many days to clear smay artillery—shell land mines and other trap explosives. The mines are stacked in lines and roped off for evortual destruction after they are discovered. Stacking the mines, left to right, are Pvt Milton Lenosky of Cheswick, Pa., and PPC Frank Repasy of Franklin, New Jersey.





Continued from page 6)

were there army planes sprayed the city with DUT insecticide to rid it of the millions of flies.

AMAZING PEOPLE

Most amazing are the people themselves, Mearly everything they own is
a complete loss, unless they were
warned before the invasion in sufficient time to hide belongings. Jobs
as such are hand to define, A Pilipino can set up a small business
...starting, literally, with a Since
string. Food is costly, except at established government stores. These
stores established by the Philippine government make famine avoid-

able. Now and then a black market glimmers and fades. For three ican dollars we were served and eggs at a Manila restuarat. In Australia the meal would have cost

But, despite their plight, the natives always give one a pleasant snile, and no effort is too great to be of service. Though they saile, one knows that deep in their heart in a feeling that is uninterpretable, a feeling that is uninterpretable, a feeling that is uninterpretable, a feeling that will reach for years to come, perhaps for generations. Very few of these Filipinos will about the Japanese, other than stating their hate in definite terms. Destitution touched us all, for there is plenty of it among the debris.

to us with the typical greeting, "Hello, Joe." He was neat and clean, but thin, and as he grasped our arms he gave us a feeling of importance, for, small as it might nave been, we had a share in freeing these people. Unshame by being told to go home, the hand grasped higher, and the little boy pleaded, "Give money, Joe." It was hard to say, "No," but what could one do when there were hundreds of other children looking on to see the result of his pleading. We didn't have a fortune, as much as we would like to have had to give them.

There wasn't much talk among us a men as we left the city. Words could not as men as left the city. Words could not as press our sincere thankfulness for the safety and confort of the folks back home, as they enjoy those four freedoms for which we fight.



# American Islanders Rescued by 5th AF Plane







When a Catalina flying boat of a Fifth Air Force energency rescue squadron glided down to a spray-fringed landing at a small first thip he Island February 10th and took aboard two American doctors from the island's leprosarium and their familes, it ended three years of hopeful waiting for rescue from Jap oppression. The strain of years of struggling work at the leprosarium showed clearly on their faces as they asked: "What is America like now?"

Into the flight log wont their names: Dr and Mrs. John H. Hanks and danster Milette; two sons John king

names: Dr and Mrs. John H. Hanks and aughter Muliette; two sons John King and J.H. Hanks; and Dr. and Mrs. H.W. Wade.

The Americans knew that rescue would come some day. For on December thit they had a ringside seat when the Nawy sent a flight of 50 to 60 planes to attack Jap shipping near the island. They saw 23 Nip ships sink and one oil tanker burn for five days and nights.

one oil tanker burn for five days and nights.

"We didn't have any lights, but we didn't need them during that time," exclaimed Doctor Wade, one of the rescued men, later. "The glow of that burning dhip gave us all the light we needed."

They were convinced that the Japanese paratroop invasion of Leyte Island last December 6th, when a returning Nip plane crash-landed on the island. Badly wounded from ack-ack,

John King Hanks and his brother, J.H. Hanks.

the Rip Pilot had never dropped his human cargo. His only rumark was: "Americans had anti-aircraft like hell!"

And so the marconed Americans had waited. But when Doctor Hank's wife fell seriously ill for several weeks, the doctors had sent an urgient message for much-meeded food. That was all they asked.

When the Catalina set out on its rescue mission it had orders to evacuate the mericans on the islami. Abourd the plane was it tool Howard D. Sellards, former 91st Photo Wing surgeon from Hansas City, who accompanied the crew to administer medical aid.

As the flying boat tacked across the water to make the resous the group waiting at the shore became frightened at the possibility that the Mips might see the plane in the harbor and cause trouble for the whole leper colony. They asked the crew to return later, so that aftermoon the plane came back, and the seven Americans were evacuated.

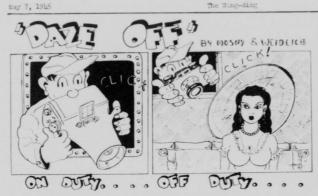
When they artived at the 91st Ming area after the rescue mission, they enjoyed an Army supper and constituted it a treat. They had forgotten the taste of butter and had eaten no potatoes since the Jap occupation. The sight of American air power raised most wonderment in them. Not knowing the latest types of American air power raised most wonderment in them. Not knowing the latest types of American air power raised most wonderment in them. Not knowing the latest types of American air power raised most wonderment in them. Not knowing the latest types of American air power raised most wonderment in them. Not knowing the latest types of American air power raised most wonderment in them. Not knowing the latest types of American air power raised most wonderment in them. Not knowing the latest types of American air power raised most wonderment in them. Not knowing the latest types of American air power raised most wonderment in them. Not knowing the latest types of American air power raised most wonderment in them. Not knowing the latest types of American air power raised most wonderment

"The F-li0 was the only plane we could dientify at a glance," remarked Doctor Wade. "I have an old pre-war saturday Evening Fost, which has an article about the Davis Wing. I read it over dozens of times until I practically memorized it. Whenever a plane come near the island I would look for that Davis Wing."
Their stories of Jap occupation lacked tales of atrocities that American prisoners from other islands had

Their stories of Jap
lacked tales of stroities that American prisoners from other islands had told, partly because their island was somewhat isolated and relatively
But they endured the mental strain of the six or seven visits the Japanese paid then during the occupation. The leprosarium was bled of its vital supplies until only the barest essentials were left. "They never gave us any supplies," said Doctor Made, "but they had plenty. Whenever they were a little low an officercome over to the island and strippe us of some of our medical provisions. Eventually there were not enough left to minister to all the lepers."
Their wards either died of malmatrition or sneaked sway to seek their livelihood elsewhere. The medical research for which the two doctors had been sent from the States (Doctor Hanks, IS years ago, and Doctor Wade, five years ago, lagged.

The doctors know that the war will end some day, but they know that their future is uncertain, and they look forward hopefully for security for their families.





#### Art, As Seen In The Movies

Art as seen in museums and art as an in the novies are two very different mathers, Universal Studios have discovered in attempting to exhibit a 28-foot copy of Michelangelos famed masterpiece in marble, Aphrodite.

As created by the Italian sculptor, Aphrodite, the Greeian goddess of love and beauty, stood unclothed to the waist. Therefrom she was draped in clinging raiment. Not so for the movie going public, for 'twas

Happy Serviceman

watchful Hays office.
Aphrodite will be seen in Universal's forthcoming film, "Night in Faredise," to be sure, but she will be modestly attired in more concealing skirts FIDS a wellish brasslere. Ferhaps the Hays associates considered the redecoration necessary became of the goings-on in a seen where Aphrodite gets a bath. Four slaves pyramid on each other's shoulders to do the scrubbing and suddenly, in a close-up shot, the bathers collapse into a pool.

That is, all except the top man who clings to the first thing — or things — he sees protuding. (CMS).



other tropical plants.

Nost of his spare time is devoted to the packing, shipping and sketching of the many specimens of marine aninals on which the museums back in the States are itching to get their fingers.

On Bayer will have a lot of stories to spin to his stay-at-home colleagues when he returns to the States



by Sansone

#### Group Boasts Art Salon

The Wolf

Art Salon

71st Group's "Home Industries,
Inc." has added a new member. S/Sgt
Carl W. Solberg of Aberdeen, Wash.,
recently opened an art salon in his
tent, featuring the work of a young
filipino artist who does portrait
sketches of the men while they wait.
In an effort to prove the quality
of the work turned out by the artist,
Solberg recently sat for two portrait
sketches of himself. Later, at a
formal unveiling of the masterpiece,
art critics agreed that it was a remarkable likeness, but said it looked
more like a hair-tonic ad than a picture of the thinly thatched sergeant,

RANGERS HAVE TENT PLATFORMS

That Touse 7 lat Group headquarters men are literally "up-in-the-air" now. For the first time in their overseas hisbuilt on wooden platforms in preparation for the rainy season.

#### Another David Harum

The title of "Best Trader of the Week" in 71st Group headquarters goes to M/Sgt Howard W Ragland of Ia Wesa, Texas, who now has approximately 20 chickens in his newly built chicken coop. Ragland not only has chickens, but also dickers and trades with the Filipinos for monkeys, birds, eggs and mats.

ENTER WING-DING'S SHORT-SHORT CONTEST FREE PORTRAIT SKETCHES!

Cpl Frederick M. Bayer of Riviera, Fla., is one soldier who is not unhappy about his overseas assigment.

Cpl Bayer, member of a Hawkeye photo reconnaissance squadron operating until recently in the N.E.I., was assistant director of the Florida at the Museum at Gainesville, back in 2 days of white collars and colored excities, and made a study of plant and marine life, particularly those native to tropical and sub-tropical regions.

Be received his background in this work at Palm Beach Junior College and the University of Mismi (Florida). He shared every naturalist's dream of someday salling to the South Pacific, isolating himself on a coral island, and combing the beaches for new and unusual varieties.

Now you'll find Cpl Bayer spending his free afternoons wading around the reefs, capturing exotic looking fish and strange shells which he refers to by their jaw-cracking latin names, His tent looks like an arboreteum as he has it surrounded by orchids, co-mos, arums, coleus and a half dozen

"8" BALL THE LITTLE

FLY









AMHHOSIA SULA, 36, labor foreman: "Filipinos like the americans. The blood of both has been written into the history of the Philippines, I have love for gaericans but hatred for the dapanese."







"They are nice and have good ch-aracters. I know I would be happy and contented as the wife of an Americ-



AURORA CANLAS, 17, student: "They are good, but I would not marry one, Sir."



"Well, the majority are 'Good
Joes'.but I think
they become too
boisterous when
they drink too



"I like them! I will share hard-ships and sacrif-ice my life for them against the Japanese. Already I have killed 10 Japs with bow and



# Little Pony on The Warpath



in sun-tans and GI shoes little formy battles down the Tokyo trail...

Thumb through a less pages of the records and you reas that when the areast what when the areast with the first which was the state off to world was I in 1917 the Indians on the reservations throughout the States beat out a tettoo on their tentons, and many braves volunteered their services to the U.S. Army, There's the suspicious tale about an Indian from the Scutimest plains who mas painted with whitewash and stood motionless near a whitewashed bridge in the Argonuse to say upon Gorman concentrations there. He performed his mission with the patience of his race so well, the story goes, that the Germans abstook him for one of the posts of the bridge.

But, be that as it may, many American Indians have performed with valor in our armsel forces.

They don't saunter out of a wig-wam on a reservation, smake a ceremondal pipe, and then raise their arms to the setting sun and amnounce that they have volunteered as GI Jose, though.

Little Fony Eagle, the Ming's own in the-flesh redskin, formerly with the Headquarters squadron, was working in a machine shop in Alton, Il-linois, driving his own automobile arryund the lid-West industrial town, when he upped and volunteered to be a flying casted with the Army Air Forces. He got caught on the old Haylag and washed out of that, tried to get into aerial gunnery, but the quotas were crucuse from Gklahman to show he he were en and the show of the state of the colleen from Alton nicknamed "Tee-ner". He marks a year overseas this month, and, incidentally, he tells us that the aminoreary is also his girl friend's birthday. And, no, she's not a squaw with a feather in her hair, but is, instead, an Irish colleen from Alton nicknamed "Tee-ner". He showed us a picture of a elender, coasely brunette.

The 22-years-old Indian has had much the life of any Mid-Western youth. He was born while his parents were enroute from Gklahman to Winnescota, passed the early years in St. Joseph, Mo., but writes down Alton, Illi,



Hike "Before and Aiter", the above was taken before the US Arry called.

His dad's nese is Red Eagle, assoux Indian from North Dakote who lectures on Indian lore at Mid-mest schools and colleges. His mother is Cherokee and French, from Cklahoma, Somewher in his ancestry, the family legend goes, is Sitting Ball, the fierce Soux who gave Custer his last stani. His disters, Eagle Feather and Two Star, are in their teens... Indian maddens, so to speak.

Eagle has been speaking his fatter's language, Sioux, since he was a papeose. And there's an advantage to that, little Pony points out, for he can converse with members of his family with all the privacy necessary for the occasion.

When it came time for Little Pony to Fill out the myriad S.L.forms he wrote down "Little Pony (Ball) Eagle", in that sequence, for his first, mid-ule and last mamos. His father uses "Red Eagle" when signing documents. If either of his sisters signed document, "Eagle" would be written a tresumane. Each Indian is an individual. If he should incriminate himself in any way, his family would, thereby, not be dispraced.

A child is named by an occurrence at birth. The name "Red Eagle" was chosen at the birth of little Pony's father when (Little Pony is not sure of the details.) an eagle pounced on something on a red blanket nearby, they would be provided for the Indians to a certain extent until about 192h. "As long as the water flows, as long as the grass grows," they would be provided for, the treaties road. But after little Fony streaties road. But after little Fony streaties road. But after little for was an X-ray technician for Standard Cil. In the 91st Wing he worked in as a plane mechanic and armorer. But he wants to be an aerial gruner still.

He begs to contradict the old from the flight section down at the line still.

If he plane mechanic and armorer, But he wants to be an aerial gruner still.

he wants to be an aerial gumer still.

He begs to contradict the old frontier saying that "the only good in you is a dead injum", and would rather stay allve and train his sights on a Jap plane.

# Cock Fighting Sweeps Jacks



Frougly displaying their contenders for the cock-fighting championship are, front, L to R: Pfc John Cooper, Pfc Walter Shank, Ptt Joseph Feerrar, and 7/5 Bill Lattnews. In back, L to R: Pfc Wayne Fierce and Pfc Herrill Chester.

Back in the "old country" payday used to mean a week-end splurge and a blue lonnay—but things have changed. The typical 01, quick to find new ways of making—and losing—a dollar, was almost certain to adopt the old Filipino custom of cock-fighting, and the men of the wacks are no exception to the rule.

the men of the Jacks are no exception to the rule. Since coming to the Philippines, many of the Jacks have acquired their own game-chickens and are training their birds with a diligence that surprises their friends — and themselves. Put Joseph "Pop" Peerrar of Jersey Snore, Pa., has had years of mateside experience in the art, and has been generous with his advice

to newcomers to the game, ken who formerly looked upon a rooster as an epicurean item are now learning that a fighting bird requires plenty of spirit to begin with, plus constant handling and a careful diet.

Single fights have already been staged within the company, and the interest of the nen has been so great that a series of matches were scheduled for the first Sunday in May between game-cocks of the Jacks and those of the Topos.

Sind owners in the "acks are anxious to take on all comers, and men of the 91st wing who own birds are urged to contact T/5 Joseph Trumbetti of the Jacks to arrange for matches.

## Headquarters Tops League

With John Whickey" Mikula showing the way with some sparkling pitching performances, Headquarters squadron was leading the 5th Air Force softball league at the end of its first week of play with three wins and no losses. Two other Wing teams — the wacks ami the Photo Tech Squadron — share the .500 column with one win and a loss spiece. Opening win of the new season for the Hig men was over the 5th Air Force headquarters team. When the exoke of the battle had cleared, the 91st was on top 5-5.

Mikula Pitches 2-Hitter

#### Mikula Pitches 2-Hitter

Mikula pitched his team to a 4-0 win over the Jacks two days later and allowed only two bingles in doing and allowed only two bingles in doing so. All Headquarters runs were scored in the first inning when the team batted around. Vena and McRimon paced the attack with two hits each. The other win was at the expense of an anti-Aircraft Unit, 11-10.

#### Jacks top Photo Tech 7-4

Pitcher Winklejohn of the Jacks scattered 7 hits to trim the Photo Tech Squadron 7 to h, while his team backed him up with four fast double plays. Hohl and Eileusnich each blasted 3 hits in h trips to the bat, while Kostecki of the Photomen banged out two for 3. Blanchard started on the nouns for FTS, and was relieved by kostecki in the 5th.

Kostecki held the Chemical Enrfare Unit to two runs while his team-mates gathered 11 to rack up the only PTS win.

#### Group Has New Pet

The latest pet in 71st Group Hq is "hex," a 3-weeks-old pup belonging to Sgt Charles Goldberg of Superior, Wisc. Since coming to headquarters, Rex has acquired a "wummy" which the Group EW compare with that of his master. Some have even gone so far as to dub the pup "Junior."

#### Fish Fry Brings Fond Memories



Cpl James R. Yarbrough of Sweet-water, Tex., and Cpl Thomas J. Yoe Jr. of Brownsville, Tex., members of the Tlst Broup, are shown enjoying a good old-fashioned fish-fry. The setting of the scene is strange, but the spirit of the occasion is reminiscent of life in the open, States-side.

#### Musketeers Lead With 6 Wins

Those jolly lusketeers are burning up the base-paths in the 308th Bonb wing softball league. The team, managed by M/Sgt Elmer E. Martin, has racked up six straight wins in league competition since dropping its opener to the Bonb Wing representatives. In one of their gunes, the Musketeers chalked up 3 double plays in 7 inning.

TEXT PLATFORMS BRING
INSPECTIONS
Musketeer enlisted men claim that
they are now all set for the start of
the rainy season — new floors have
been put in all of their tents, elevating them about two feet from the
ground.

But with the improvement, the GIS complain they are now faced with that old army bug-a-boo, daily inspection. Glothing, shoes and equipment are checked for clearliness, and there are even spot-checks for lost equipment.



"For the members of the 91st Wing, compratulations and here's looking at you," is the inscription on this pinup pir of lauren Beall, sensational star of Warner Brothers itchures, The Wing-ding wishes to reverse this — "Compratulations, and here's looking at YOU, kiss Secall!"

#### FULL HOUSE

FULL HOUSE

OKLAHMA CITY (CNS) — Housing conditions are so bad here that a fellow can't even find space in jail. A transient recently telephoned the police station and complained, "I haven't slept for two cays and I'm tired and nervous. If I were in jail I could get some sleep." The reply came back, "Sorry, the jail's full."

SILENCE MEANS SECURITY!

#### DOWN THE HATCH....

CHICAGO, ILL. (CMS)-After policeman Walter Green arrested a crook for attempting to cash a worthless check, he was unable to produce the check as evidence in court — for the felomist had swallowed it. He didn't get off scot-free, though. Judge Charles S. Dougherty fired him \$10 for resisting an officer.

"HU-RRP" IS MESS SERGEANT'S
COMMENT ON HIS COOKING

MITCHEL FIELD, N. Y. (CNS) — Sgt
Herfoundland, has been returned here
suffering from stomach ulcers. "Too
much of my own cooking," he remarked
upon arrival.

## Movie Queens Keep Hats

Мау 7, 1945

HOLLYWOOD(CRS) - Five shapely movie queens staged a strip peker session for the United Nations clothing drive — and they really took them off.

The film queens were Tond Seven, Ann Miller, Evelyn Ankers, Nina Yoek, and Renee Delarco. The curves they revealed for sweet charity's sake would never pass the movie censor. The strip poker game was maneurored by their press agent. He has, he insisted, a very warm heart for the needy of liberated countries.

The five movie starless blushed prettly and appeared nighty embarrassed by it all, but they peeled off layer after layer. If they took turns at the losing hand, reporters didn't seem to notice. The party was to raise 150 million pounds of old clothes and their press agent's along was: "Take off your clothes for the old clothes drive." His clients, said he, would donate what they took off to the drive.

Miss Seven had the worst located the losing Seven. Finally, she sat ahivering in a pink brassdere and a pair of black lace whatchems-callums with pink satin and "Ooh La la" embroidered across her hips. Miss Foch peeled due to a pair of white the pair of white the content of the conten

and a pair of black lace matches, callims with pink satin and "Och La La" embroidered across her hips, Miss scope peeled down to a pair of white lace parties but kept her blouse on, because she said she didn't have anything on underneath. Miss Miller did titte but she kept holding aces, much to the cameramen's disguste.

But Miss beharco staged the show of the day. After shedding a desure highnecked dress, she stood revealed in a pair of green stephus dripping with filmy lace. One photographer dropped his camera in the sormable and had to ask her to take off her clothes all over again. She did.

Although the starlets were practically in the altogether, they still wore their hats. "Heavens, we could not take those off," they gas; "We'd feel maked."

Two weeks to go! Yes, that's the deadline for the wing-ding's first short-short story contest, which will not on May 20th. Portrait sketches are offered to men submitting stories acceptable for publication.
Stories should be held under 650 words, and should be submitted direct to the Wing-ding office, Hq. 91st Photo Wing Reconnaissance.



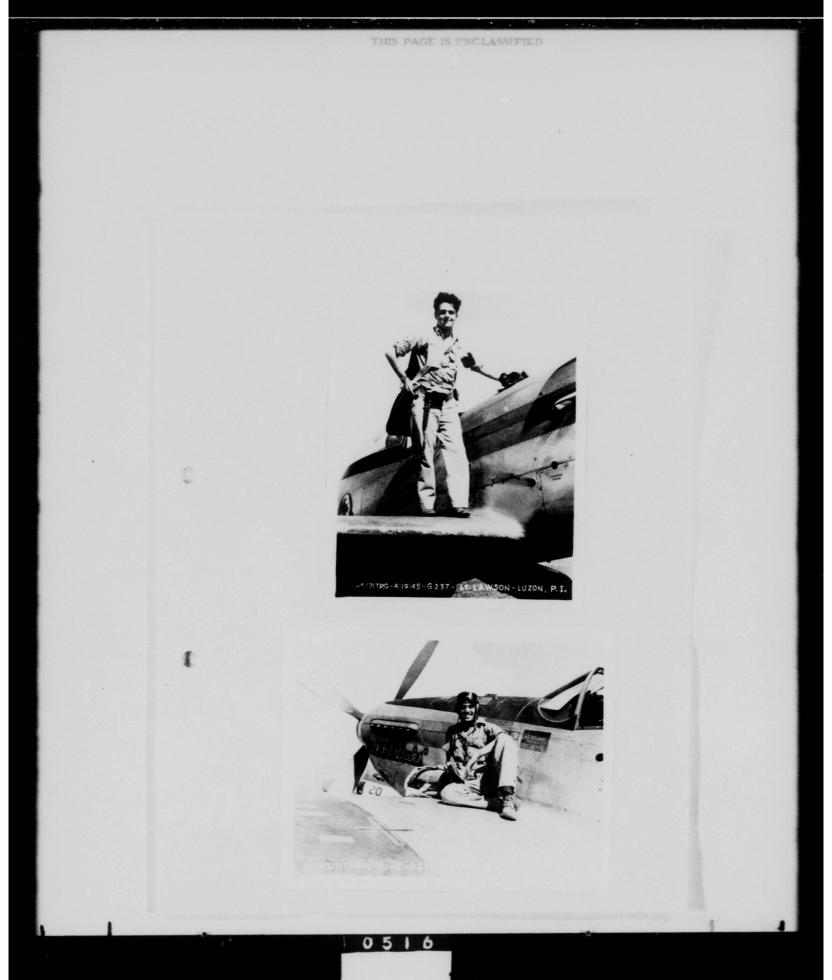




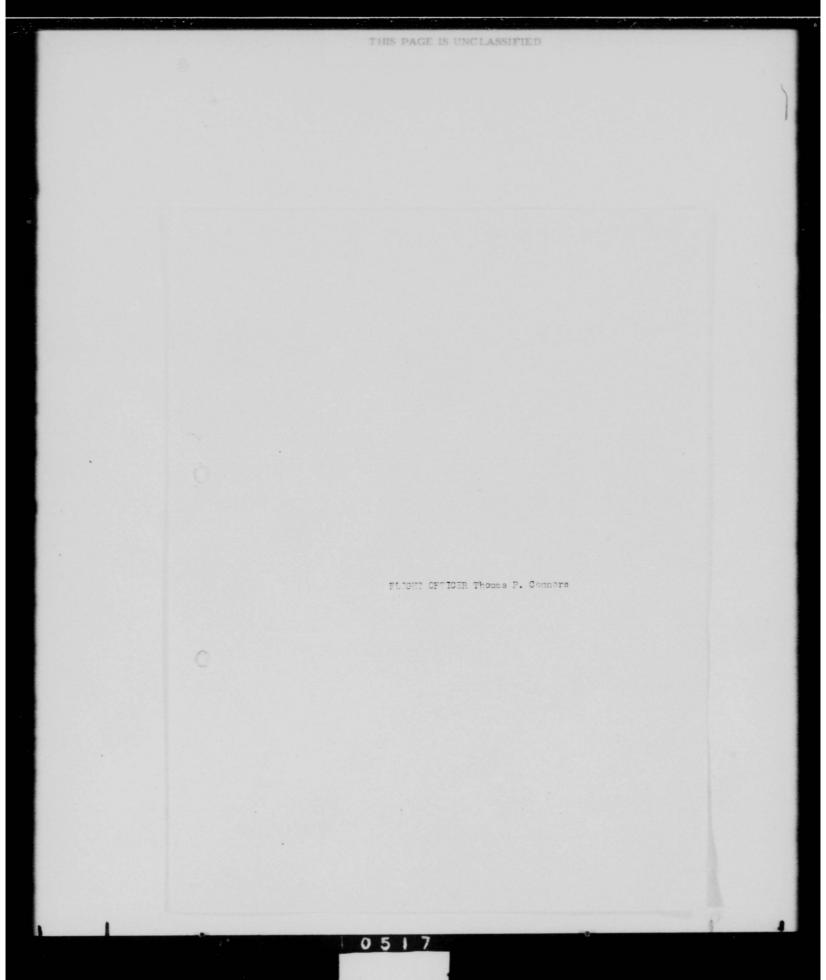
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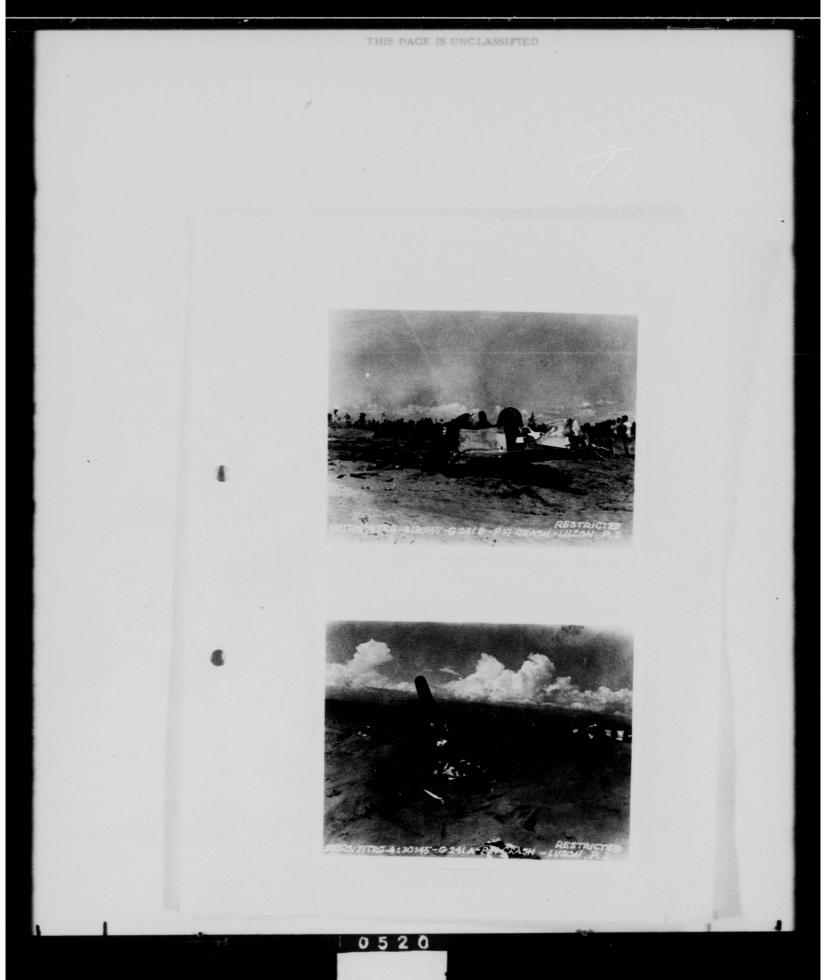




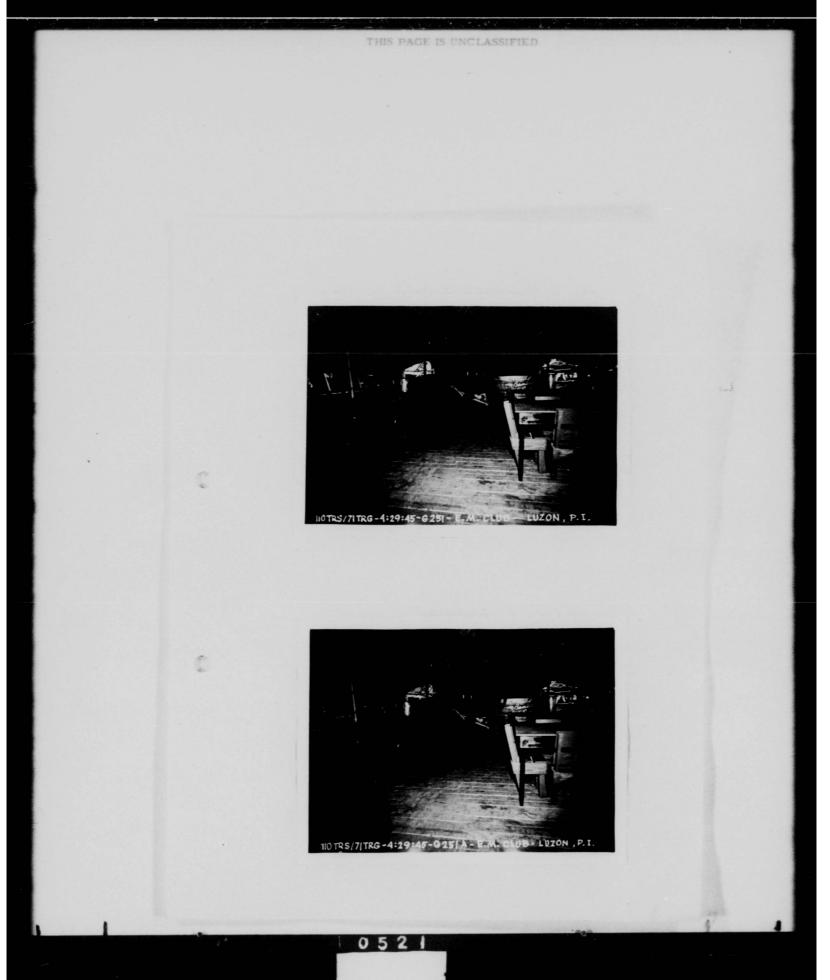
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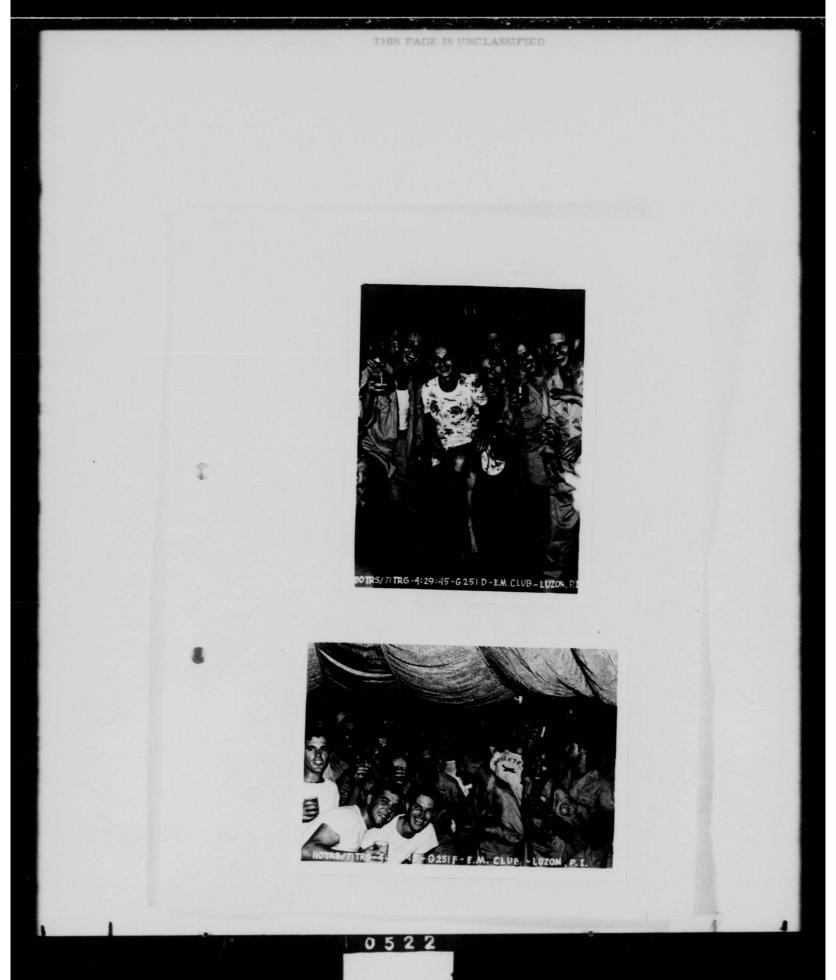
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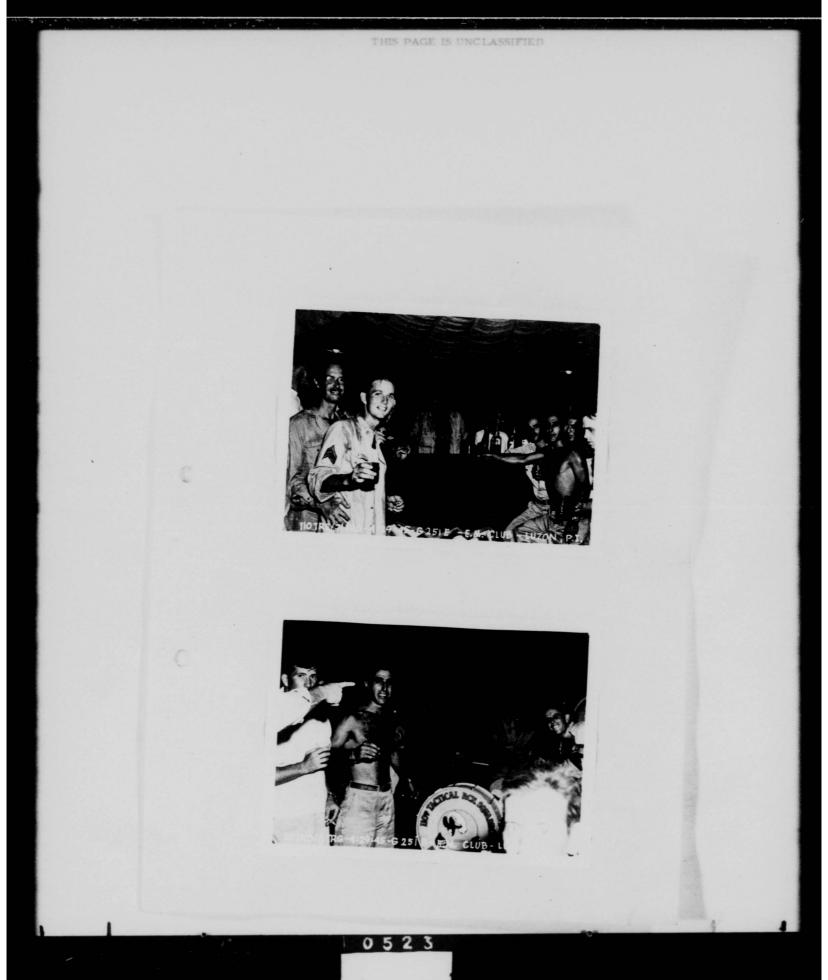
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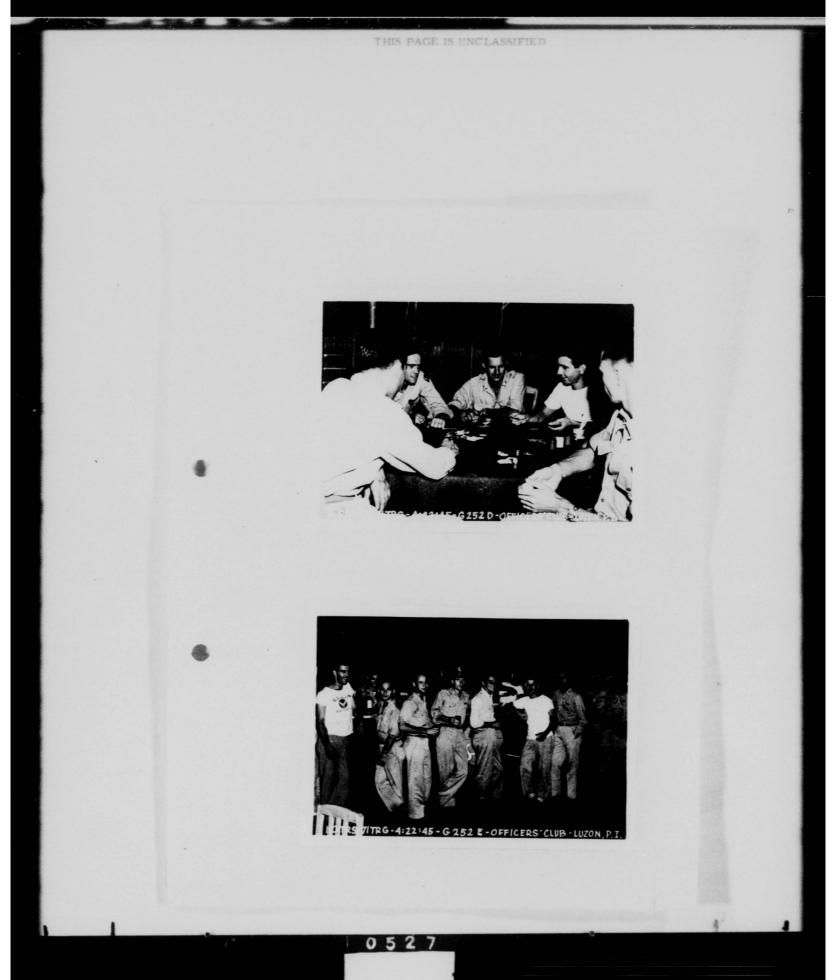
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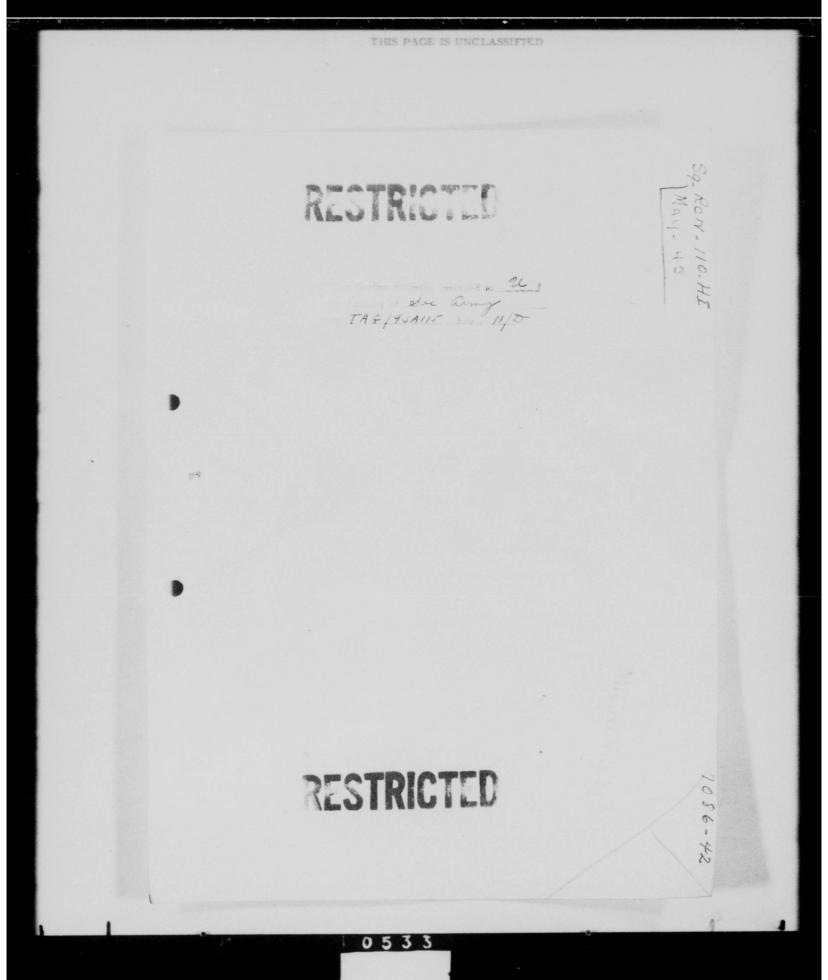


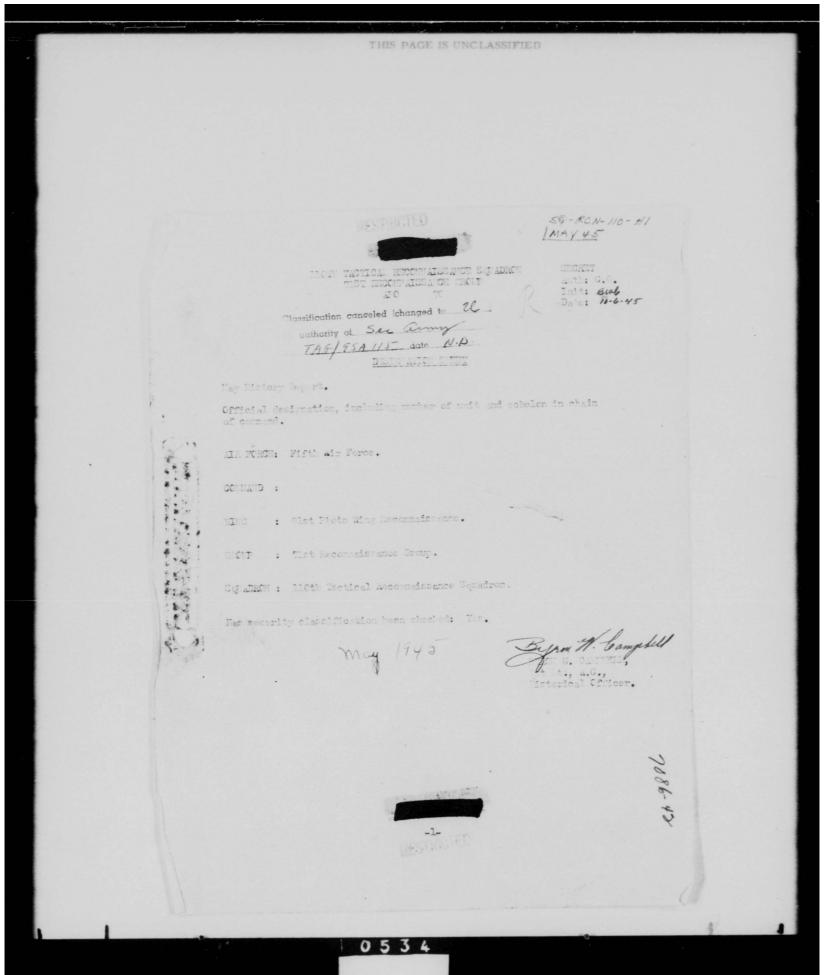




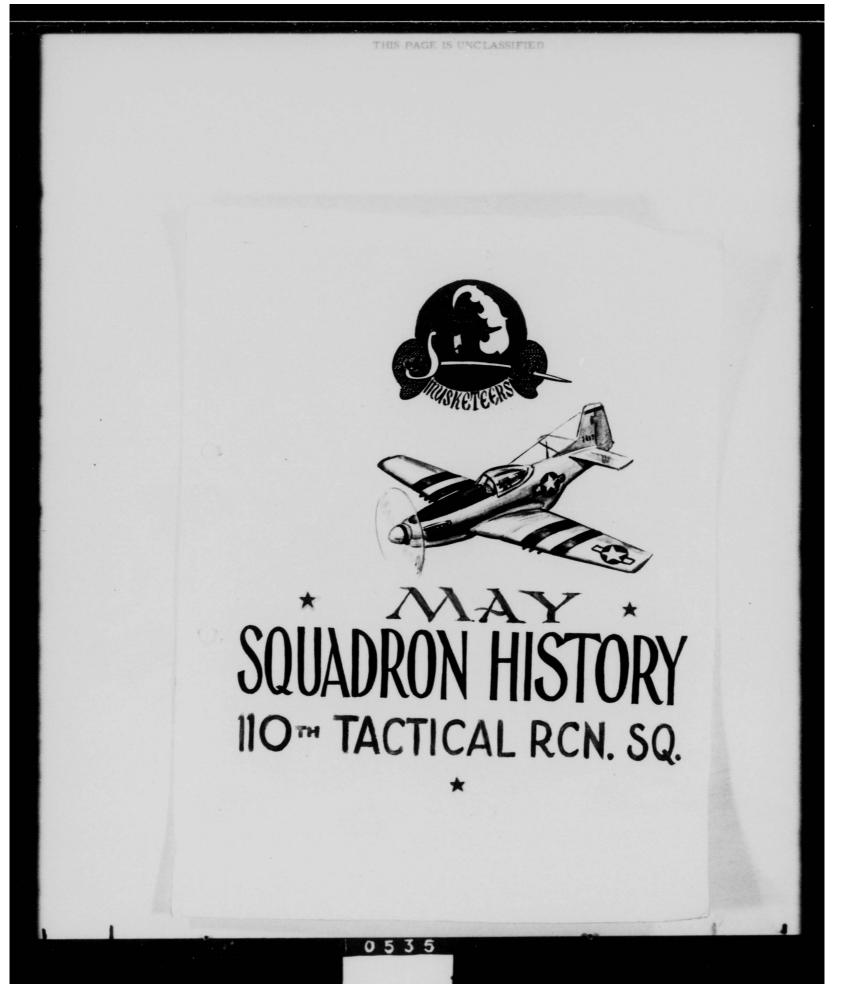
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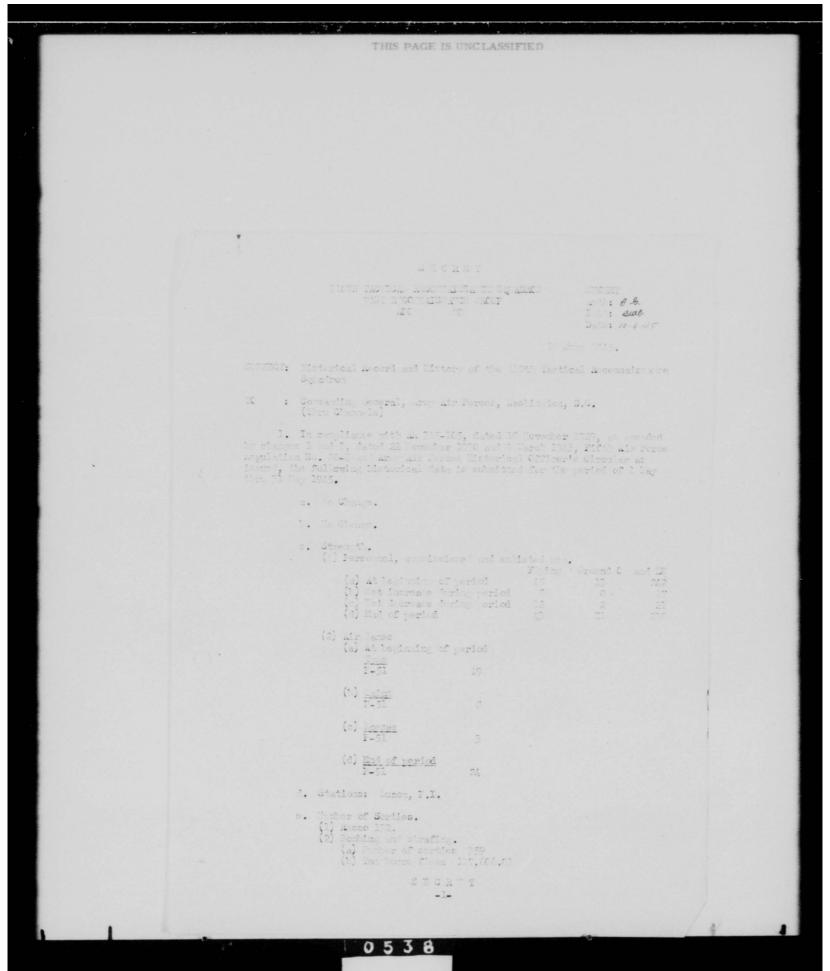


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Incl 1 - History
Incl 2 - Sulvery of Activities.
Luch 3 - Mission reports.
Incl 4 - Air Strikes.
Luch 3 - Photo's.



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Prattoli, Daniel A. lct it.
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The month of May to the 180th Tectical Reconneissance Squadron and other military or anizations in the Pacific as hardly more than an other month in which an important lattle had been month in which an important lattle had been month in which are important lattle had been month in which are other months in which the Str day of Lay marked the longed for V-R lay, as that
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THIS PAGE IS UNCLASSIFIED loople all over to world masted to wany different many to the cludiditying man. Some cultivated too well and not enterly, others rightly leaded to their simples and chapter, there to their a rections used for the operatually to satellish a compensor on at least a part of the world. In the Pacific, as elsewhere, the new strains, ecolo and was, to the turbelines in. Den they too because universed and heavy but they still had a first to carry or and the sight of recently account or and fine riddled places was not one to enduce celebration, over a straint tory that in it seemed to comes in two fighting in the Pacific. True, we like, equipment and men would not be forthcoming to laster the end of the Jamese at Ir., it is a way, in a must remeated having "cutsiders" from the European theater coming to participate in the climan that the land Forces in the far and that South for so pallantly and so long. For the "Tuele term", the usual routine of "reccois", arred and visual, photo, cower, occurs and bioline edictions continued day after by, from deplicate to dark. Fighter two a to Powers impressed dails the illate core in list from the termina of the last for The first does be seen all to be related to the series rivious and seed a suite of the selection as bere alle to be evaluated. The instance flee a virtal made mission for the around forces. The other M-Si's flee a virtal took of sisting of the around forces. The other M-Si's flee a virtal took of strafed him harmac's it's now every results. Seven M-C's flew a continuation booking rission and its short for a second air larry ground station. The location has a builty and the 12 beats from ed crater; the real approaches but did no further classical flat a. . . Similar for the air alors, the large made 10 individual straff a passes on the town of Salada (1990s), 120011) and succeeded in firsts five buildings in the time. On 2 Mar, slower F-''s secural excellent berling results in a strike on THOMMARC A/D. Eventy of the twenty-two loads are direct hits on the rumane leaving tien all uncerviceable. Fifty-three individual strafing case resulted in the following: one T/E plane, croader a Mich, featured, cas 20 %. and one N/O position destroyed and 9 - 10 mips true chaols in the A/D area destroyed. Wather reso to Foressa. Mission completed.
 Special Photo mission. Mission completed. No important sightings.
 Wassal recommender 1. Mission 503 incomplete due to weather. To important sightings.

# THIS PAGE IS UNCLASSIFIED 1. Tork and strate TEST (1/0501\_0200 ot) all but one bord in torest area. Deserte enclosered. 20 straff or passes. Desults unclosered. 2. Bord and strated village mean CTIVA TES (1/0501\_1200/01) to bords in terret area. Results uncleared. 10 individual strating areas destroyed A-5 buildings. 4. Visual reces number 2. listing explained. To important significance. 7. Bord ARIT TORT A/D. 12 bords in wooded revetweet area north of runway with no observed results. 31 strating passes on saw area. To observed results. The missions were executed as completely as could be exceeded, but target and obscured and any damage caused was unable to be accorded because of the pear visibility. Two of the missions flow on ( Nor were six elects for execut control stations. Thirteen planes are ed 2/ books, note 30 individual stration masses, shoeting 15,450 round of .50 cel committion, and destroying 13 large indicates and couring furnish unpresent a factor. Acon to of in strike (as re-orted to round characre) 110th The ten Se May 1-7 Unstry communications alone lichway 05 in VL are becoming increasingly disrupted and energy installations and troops in this area are beginning to be in a serious socition, causing the Jack to transport bulk of their suplies and troops to the news protective footbills where they can conseal their positions from the air. During this conid, the light bothed and strafed 1000%, INTELACO. DEC. CERVATUS, CARIT CRIE A/D, INTELACO. TO TAKE THE AUGUST A TOTALLY, NATURAL, or 12 hay, 12 Fee's bonked and strafed to AC, billing 150 Jack and litting an a munition depot. Four lunketors covered 0-25% on a mission to Pomora on 10 %s. Mission was concluded and a few sightings reported. Milets were well pleased with the excellent job of AMSTAL of assisting planer back through leave weather north of Augen.

On Fay 12th, 2nd it. Nobert J. Throway, 0-2007077 was Miled in action in an F-1.-5, well or M.- 10/M. It. Throway, 0-2007077 was Miled in action in an F-1.-5, well or M.- 10/M. It. Throway, fir was held too level in extremely difficult termin. On the last pass, fir was held too level and the Miss an attempted to rull out of the st office pass the plane maked into trees on a Mileita, emploded and burned. Such a recident had cocurred before in the squadron, when F/C World Mashatha was entire. However, this academy and a happending than F/C Washatha was

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# FLIGHT OFFICER KILLED, WORD TO RELATIVES

# Morris J. Washatka, 21, Blasted Japs On Land, in Air

Flight Officer Morris J. Washatka, 21, Stevens Point, was killed in pines March 10, according to a war department telegram received Monday. He was the son of Mr. and Mrs. Edward Washatka, 405 East avenue, and the husband of Mrs. Cecelia Washatka, who resides with her father, Erwin Detert, 625 South Michigan avenue. The last letter from him to his wife was was killed.

A vete in of much fighting in the Pacific, Flight Officer Washatka had been a photo reconnaissance pilot on a P-51, Mustang plane, since February and before piloted American fighter planes.

Blasted Jap Convoy

He was officially credited with
the destruction of two enemy
fighter type aircraft in aerial combat near Ormoc Bay, Leyte, Nov.
29, 1944, and on Dec. 17, 1944, an
Associated Press story from a Leyte
airbase named him as one of the
pilots who caught a Japanese truck
convoy struggling over the mountains east of Palompon and blasted
it, wiping out the convoy. The
trucks, camouflaged with branches,
were snaking their way over the
mountainous road with supplies for
main Japanese forces inland. The
Warhawks spotted them 15 miles
inland and none escaped Screaming down in strafing runs, the Vankee planes hit an ammunition or
dynamite truck. It exploded, leveling everything in the vicinity. The
story related that Lieut John T.
Evans of Laurel, Miss, then sent
tracers into two gasedine trucks
crawling up a steep grade A feadruns exploded gasoline started
pouring out on the road caught on
fire and streamed back down hill,
turning the road into a sheet of
flame.
Shot Down Jap Planes
A citation crediting Flight Offi-

literally returned from the doed. Even to didn't godie know ion is managed to conside the crash.

furning the road into a sheet of flame.

Shot Down Jap Planes

A citation crediting Flight Officer Washatka with the enemy our conference of the flow was flight of flow P to sheet was tracked by the cremy plane and sourced hits on engine and right ing on the last enemy plane and sourced hits on engine and right wing, causing the plane to smoke hum and crash. Flight Officer Washatka then observed two enemy surplanes lining up on a P-40 and went to strack foreign them to break off and turn tack. Following them, he fired a hust at the plane on the right, causing it to smoke then closed in and fired again. The Japanese aircraft burst into flames and crashed into the sea."

His Training Record

Since early boyhood Flight Officer Washatka was interested in airplanes and built models as a hobby. He enlisted in August, 1942, was a freshman at Central State Teachers college, in the air cadet program, and was called into service March 10, 1943. He was first sent to Randolph Field, Tex., then to Park Air college, St. Louis, Moneturned to Randolph Field and after that was assigned to special training in Kansas. He received his advanced training at Foster Field. Tex., where he was graduated from the air corps advanced flying school Feb. 8, 1944. The flier then attended gunnery school at Matagorda island, near San Antonio, Tex., after which he was sent to Kansas for fretomers, first which he was sent to Meridian. Miss. for reconnaissance training. He went overseas in September, 1944, serving in New Guinea, Blak, Lexte and Luzon. He engaged in constant fighting except for a rest penul spent in Australia. Native of Chelsea Wis, Feb. 2, 1924. The family moved to Stevens Point when he was seven, They enided at Medford four years and returned to Chelsea when he was seven, They enided at Medford four years and returned to Chelsea when he was seven, They enided at Medford four years and returned to Chelsea when he was seven, They enided at Medford four years and returned to Stevens Point High school student, and Bestire Ann, also at home, whose husband is in the marines, Mary, a high school student, and Bestire Ann, also at home, and Signalman Third Class John Washatka, in the navy on the west coast.

He was a member of St. Joeph's Catholic church.

navy on the west coast.

He was a member of St. Joeph's
Catholic church.

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# SECRET

Also on 13 May, 24 bombs and 3 strafing passes by twelve 120022). Four bombs were direct hits on a red roofed building ing and emitting in a violent explosion destroying the building ing and emitting yellowish white smoke to 1000 feet.

Under direction of a ground station. Eleven F-6's bombed a wooded area on both sides of Highway #5 at position (18007'-121041'). 21 of the bombs fell in target area and 55 individual strafing passes were made but with unobserved results. The following report was later received from higher headquarters.

Results of Airstrikes (as reported by ground observers)

Eleven P-51's unloaded 22 x 500 lb. bombs on a freshly occupied enemy wooded bivouas area just east of MAGAPIT (SSE of LALLO) at 1050/I on 18 May. As yet no results have come in. The attack, report was received (by the 11th Infantry) stating a high ranking coneral plus his staff, 1200 troops, 30 tanks and 50 trucks had bivouacked on the above mentioned spot - - all having just arrived

A 25' bridge across the ACNO river at position (16028'=1200 on May 23rd. Four of the planes then bombed the ridge road at designated target but no observed results. 8 bombs on

Two unmapped villages were bombed by two flights of 8 F-6K's on May 27th, 32 x 500 lb. demos were dropped and 8650 x .50 cal cartridges expended in 33 individual strafing passes with excellent results. In one village 5 nipa buildings were destroyed and guerrillas ings were destroyed.

Many other bombing missions were flown during the month, these too were assessed generally as excellent according to evaluation standards of 5th Air Force, but usually the results were unobserved. Excellent results are obtained when the proper percentage of bombs acculally hit the target area, however, when the target is merely a hunthe destruction and results of the bombing.

## HEADQUARTERS

Work carried out by the Orderly Room during the month was generally routine. All personnel concentrated on the perfection of personell records such as Forms 24's, 20's, and 66-2's.

For a period of four days Orderly Room personnel worked 18 hours a day preparing Adjusted Service Ratings on all personnel in

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### SECRET

in the Squadron. This job was one that was extremly difficult and trying to the men in the section because of the many complications presented by differences encountered in the many different methods of entering information on Service Records by different organizations to which men had been assigned. The possibilities of error were numerous and the section concentrated on absolute accuracy as the final point score was so important to all personnel.

The Headquarters tent was improved during the month by shifting desks and files to more efficient positions for operations and by the addition of refinements such as floors and railings separating sections.

# INTELLIGENCE

Routine duties were also performed by the Intelligence Section. In the past, S-2 personnel had been extremely busy with briefing, interrogations, mission reports and situation pasting, but, as is evidenced by the few missions reports in this months history and the shortness of each mission report, they were not now as busy as in the past. In addition, much time was spent in the examination and interpretation of aerial photographs taken by

#### **OPERATIONS**

Operations also was mostly concerned with routine duties. Missions were planned and dispatched, Form 5's maintained, etc. but things were nowhere as busy or as important as they had been in the earlier stages of the Philippine Campaign.

#### SUPPLY

A recent check of Clothing and Field Equipment of Enlisted Personnel showed nearly 100% of the squadron short some of their clothing or equipment. Investigation revealed that nearly all shortages found could be traced to the fault of the men concerned. Immediate steps were taken to have the men clear their records either by a Statement of Charges or a Report of Survey. In nearly all cases, the Enlisted Men accepted responsibility for shortages and signed Statement of Charges covering them. The men were found very co-operative and little difficulty was encountered during the entire procedure. During the past month, replacements have been procured for nearly all shortages.

With the exception of Ordnance, and Corp of Engineer property, supplies of all kinds have been more plentiful during the past month than at any time since the organization has been overseas. Ordnance and Engineer supplies still present a problem with no immediate solution in sight.

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# TRANSPORTATION

This section was, as usual, kept busy with repairs and maintenance of vehicles of which there were 35; 14 Jeeps, 2 Command Cars, 4 Weapons Carriers, 10 2 ton 6x6 Trucks, 2 Bomb Service Trucks, and 3 2 ton Fuel Servicing Units. These vehicles averaged about 1000 miles each, per month.

During the past month, the section has made 35 maintenance inspections, in addition to general repair work. This includes work such as draining water from gasoline trucks, filters, adjusting brakes, clutches, valves, etc. Approximately 30 flat tires were repaired, 35 lubricating jobs and oil changes, and 3 radiators repaired.

The Squadron had only 2 vehicles on deadline in the Motor Pool for lack of parts, 2 were deadlined in Ordnance Supply and Maintenance Company for lack of parts. There were no accidents during the month.

#### COMMUNICATIONS

Routine maintenance of communication facilities and A/C radio equipment occupied this section during the month. In addition, the Squadron message center and cryptographic section were operated. Maintenance of communications facilities were often necessitated by heavy rain encountered in the area.

#### ENGINEERING

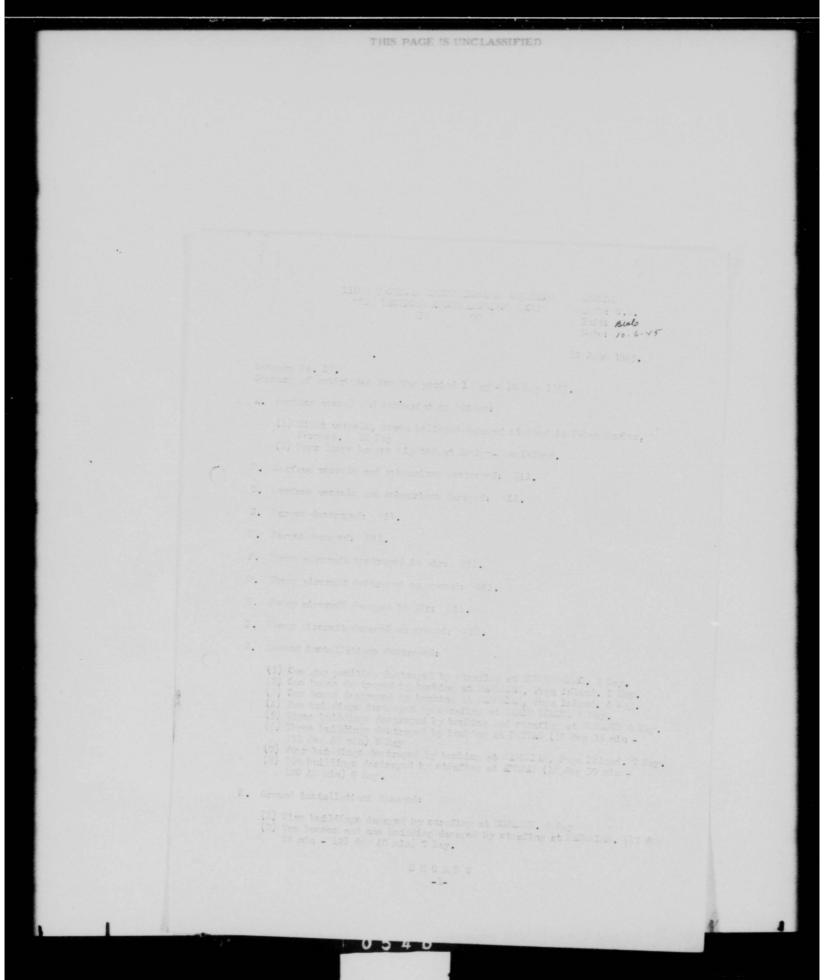
Regular twenty-five and hundred hour inspections, pre-flighting and routine maintenance kept personnel busy during the month. Since the total number of missions was decreasing, the section was not quite as busy as it had been in the past.

#### PHOTO

During the Luzon Campaign the Squadron has been fulfilling the duties of Reconnaissance more so then in the past when we operated more as a bomber-fighter-strafer unit. Therefore, the Photographic Section was having more to do in developing and printing films and in the repair and maintenance of its equipment. The Photographic Section also made the historical photos incorporated in this history.

As has been mentioned before, each succeeding month brings the campaign in the Philippines nearer to an end and as a result there are fewer targets and no opportunity for missions such as those flown in Leyte during November and December.

Thus, in the month that marked the end of the European war, the "Musketeers" and other units in the Far Eastern Air Force continue to expend their greatest efforts in the prosecution of the Asiatic War and the eventual overthrow of the Sons of Heaven.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS UNCLASSIFIED SECRBT A. Detirated number of energy troops in led or wounded: Wil. M. Out planse lost to enemy action: Mil. I. Cur planes seri usly deve ed by coom actions: Wil. O. Cur personnel killed or missing in action: Hil. I. Our personnel wounded in action: Mil. Q. Interco tion: NIL. R. Dombs drop ad by type: S. As a expended by type: (1) Cartridge cal. 50, ATI, I, & T, 136,300 T. Number of combat missions flown: 47. 1. Number of corbat porties flown: 204. V. Combat time: 175. W. Total Mying time: 497.4.

LIGHT TAUTICAL PROCESSASS SQUADROS TEST RECOGNAISSASS GROUP AFC TO

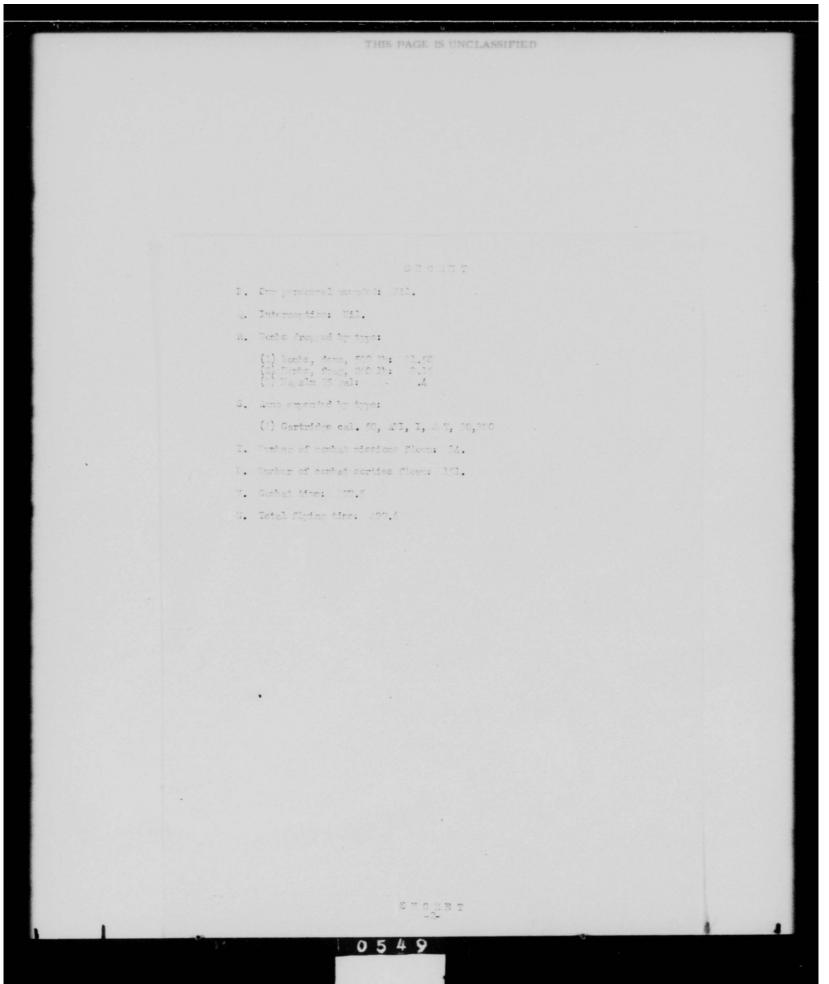
SECRET Ath: 0.0. Init: But Dute: 18-6-45

22 Mar 1945.

Summary No. 14. Summary of activities for the period 11 May - 20 May 1945.

- 4. Surface vessel and submarine similar:
  - (1) Bight freighters, six ten luggers sighted et Tal un Harbor, Fornesa. 16 Kay.
- B. Surface wassels and submarines destroyed: Mil.
- O. Surface vassels and submarines dataged: Mil.
- D. Darges destroyed: Wil.
- Parren damaged: Mil.
- Enemy aircraft destroyed in ir: Mil.
- Showy aircraft damaged in air: Wil.
- I. Bacay siroraft destroyed on ground: 11.
- I. Recy aircraft daraged on round: Wil.
- J. wround install ations destroyed:

  - (1) Five small mips buts, two buildings destroyed by hombing and strafing at MDSAC (17 deg 07 min 120 deg 22 min) 13 May (2) One Jan jeep end one truck destroyed by strafing at PALASIG (17 deg 22 min 121 deg 40 min) 16 May.
- K. Ground installations damaged: Mil.
- L. Estimated my ber of enemy troops Milled: Mil.
- H. Cur planes lost to enemy action: Mil.
- M. Cur planes seriously dataged by every a tion: Nil.
- C. Our personnel killed or missing in action:
  - (1) 21' Lt Robert J. Wiseman, 0-005000. Pilot was straffing truck, he did not call up from straffing run scen enough and plane crashed into billoide. The simpleme on loded and burned.

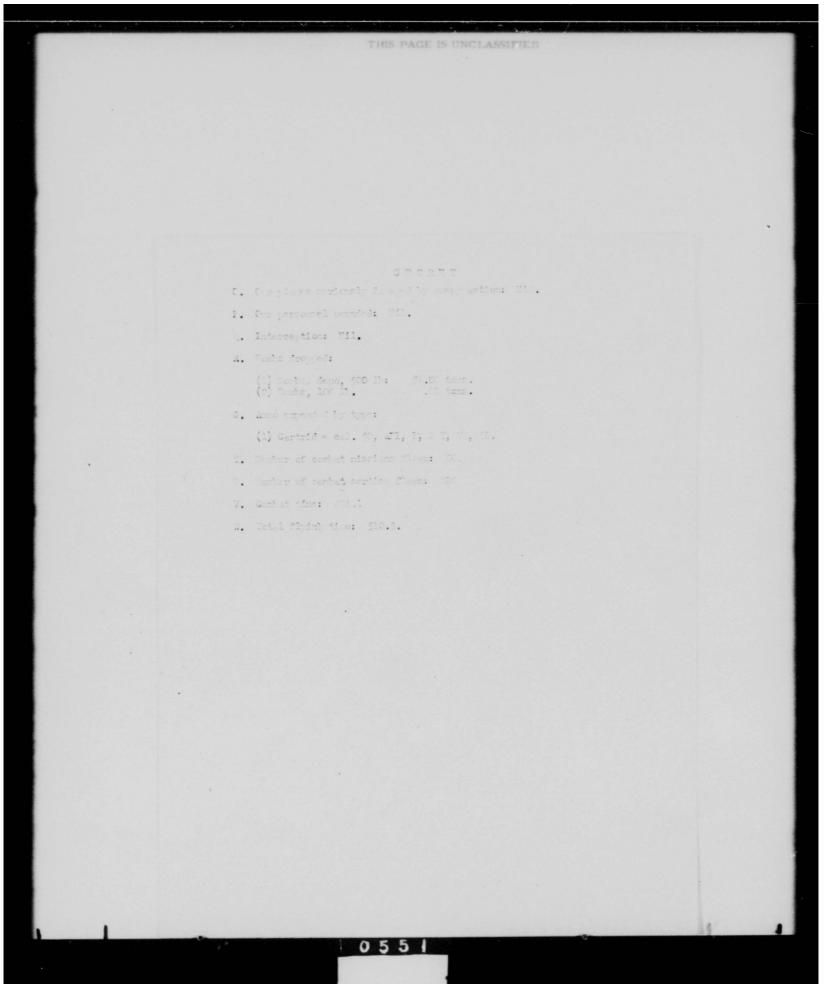


THIS PAGE IS UNCLASSIFIED 1 1 TIST RICCH LISSATOR CLOTT FIST RICCH LISSATOR CLOTT LFC Auth: G.O. Init: But Date: 10-6-47 2 June 1945. Survey No. 15. Survey of activities for the period 21 May - 31 May 1975. Surface vessel and submarine sightings: Til. Surface wasels and entracting destroyed; 141. Surface wessels and subtaring faraged: iil. Dar en dostroved: Mil. Parres debared: 131. Energy aircraft destroyed in sir: Nil. Theny afrers t damaged in sir: "il. Energy aircraft destroyed on round: Mil. Dnery aircraft damaged on ground: Wil. Ground installations destroyed: (1) Nice mips buildings and three large mips barracks destroyed by bothing and otraffing at C.S.A. M. Arch! (102 deg 10 min - 10 deg 20 min) 21 May.

(2) Combridge destroyed by bothing at ACC River at (16 deg 20 min - 100 deg Armin) 22 May.

(3) Five min building destroyed by bothing and straffing at small numasped williams at (16 deg 20 min - 100 deg Al min) under direction of Doothlack 21. 77 May.

(4) Twolve - fifteen mips buildings destroyed by lembing and straffing at small wome and williams at (16 deg 32 min - 120 deg 45 min) under direction of Douthlack 31. 7 May. K. Ground installations damaged: (1) Two tricle damaged by strofing at GLBA'C (16 deg 50 min - 120 deg 40 min) 20 May. 1. Estimated maker of energy troops billed: Unknown. I. Cur planes lost to energy actions: Mil. N. Cur person el killed or missing in action: Hil.



## COMPIDERTIAL

THOTH TACTICAL RECURSAL MADES SQUARROR 71st factical Recommeissance Group

1 New 1945

To. Commanding Comeral, For Sect Mir Porces (P), Art 925.
Att: AC of S. A-2. (Through Chemols)

## FIRM RISIDE REPORT

- A. 121-C-1-E. Sq Mission No. 186, 1 May 1965, 110th for Men Sq. 71st Tao Son Op, seven F-6'z.
- 5. On direction of Emplace \$1, strafed town of Salada (17 deg 05 min 3-120 deg 55 min 3), and bombed bridge at 17 deg 05 min 3-120 deg 56 min 3.
- C. TO 0830/L. for 0855-1000/L. To 1015/L. Attitude 10,000 ft. to minimum.
  One Shaff at 0815/I with maske-filled coelect.

  D. 12 beads against bridge (77.2-6.3, 3362-II, 1/50,000) resulted in
  erstering read North of bridge but no direct hits or demage to bridge.

16 individual strafing passes on town of a Gapa (77.0-67.0) resulted in fires in five buildings only observed results.

- E. thru F. Mil.
- G. Possible kims from town of white (17 dog 05 min 8-120 deg 53 min 8).
- E. M11.
- L. Route: Bese to LUMA to SIGMA area.

Rosm of SAGADA (17 deg 05 min N-120 deg 53 min N) had six or seven buildings well after from P-38 strike proceding strike of this squadran.

- 4. Sa route 3/10 canulus at 1000 to 6000 ft. CAVO at target.
- B. Filots: Noland, Syano, Granford, Paterson, Kauffman, Vosgeli, Withou.
- 1. 12 X 500 lb inst. demo boobs dropped on target. 2 X 500 lb inst. demo boobs jettisomed safe in bey. 4500 X .50 cel.

COBFIDERTIAL

## CORPIDERTIAL

71st fection decomplished the Carros

1 May 191,

TO: Constanting Comerci, For Seet of Forces (F), Art 923.

FINAL MILLION REPORT

- A. 121 0-7-3, og Sis ien so 159, liuth fac Rom sq, 71st fac Son op, 1 May 176; two 7-6's.
- L VR 1.
- C. 10 1. 1 101 130-11 0/1 75 191 /1 1t. 80 0 ft. to minimum
- D. Dis ion of incomplets due to Wi.
- 4. trough d. Hil.
- E. For, we times and obligues of TUGUES RO A/A's 17 deg 30 min 3-121 deg 1/2 min 5 at 1/20/4 and o liques of 6 5 0 8 17 deg 2 min 3-121 deg 1/6 min 3 of brendess.
- I. Mores: Base to Va # 1 is Cast X M Valuat and return.
  Thouse Red Strategy appeared serviceable. No other sightings not
  previously reported.
- J. C.M.S.ELO HTS. 7/10 from 3/00 ft. with to s as high as 22,000 ft. CARATAR V. ST 3/10 to 1/10 based at 1000 ft., tops as high as 20,000 ft.
- R. Filots: Ruber and Rurner.
- La Mila

CORPIDENTIAL

COSFIDERTIAL That Facile 1 Secondaisence Group 1 May 1 ho No commanding Gener 1, for east in Foress (F., 20 925. FINAL MES TOR MAPORE A. 1 1-0-9-8, Eq Mission No 190, 110th Too Sen 8, 71st Too Sen Sp, 1 May 192, two F-0's. posial Photo wis ion source tomas (11 deg is min s-121 deg 20 min s) to min source (11 de 2) min s-121 deg 15 min s). 0. TO 1310 I FOT 1330-1 0/I H. 1510 I It. 00 Ft. to minima. b. Missin completed. S. the gh G. Hil. Colleges of Map occupied terrain between wells I am and Mas Bookses, 1750 to 1857. L. Router Direc . d. En routes 5/10 at 1,000 fe. over central pl ins. HANTLA ANNA, CAYO. East and northerns of wall 10/10 overe at at 1:00 ft., rain in morti-0 8 ---E. Filets: Withes and Unlov. L. 311. COMPIDENTIAL

THIS PAGE IS UNCLASSIFIED COSFIDSATILL 110TH TATEOUT RECORDED AND S MADE H 71st lestional accommande Group 40 70 1 100 145 D): Commanding Consrel, For Sest Mr Forces (F), MC 925. Att: AC of S, A-2. (Daraugh Charmels) FIRM MIS TO REPORT 4. 121-C-6-E, % Mission No 191, 110th Tag Ren Ng, 71st Tag Ren Op, 1 May 191, two F-6's. b. 18 # 2 and b. c. 10 1530/I 107 1/00-15 0/I 12 1/30/I At. minimum . sission sompleted. h individual strafing passes on mips barracks type building at 17 deg 54 min 8-121 deg by min 8 with hits but no observed results. h individual straing passes on six small nips type buildings to west  $\pmb{\ell}$  above , obtained hits but no observed results. so through He 11. L. Routes V 2 and h. In wooded ravine 19 deg 05 min N-121 deg 1h min B on DALU InI 14 AND was fire covering city block. Hed flows and gray stoke. J. CARABARAO MTS. h/As ownel a from 6000 to 11000 ft. GASTAS VALST and BASUTAN I LAMBS, CAVU. E. Ogle and Lastson. L. 800 X .50 cel.

CONFIDENTIAL

#### 110TH TACTICAL RECONNAISSANCE SQUADRON 71st Tactical Recommaissance Group APO 70

2 May 1945

TO: Commanding General, Far East Air F<sup>C</sup>ross (P), APO 925.
Att: AC of S, A-2. (Through Channels)

## Final Mission Report

- A. 122 C-1-E. Sq Mission No. 192, 2 May 1945, 110th Tac Ron Sq, 71st Tac Ron Gp. two F-6's.
- B. VR #1.
- C. TO 0630/I TOT 0650-0800/I. TL 0830/I Altitude 9,000 to minimum.
- D. Mission 40 % Incomplete due to rough engine.
- E. Through H. Nil.
- I. Route: VR 1 except BONTOC-BAGABAG section.

Ridge top west of highway at 16 deg 38 min N - 120 deg 46 min E was covered by slit trenches and fox holes of under mined occupancy due to trees.

Mine building in draw South of BADUTO (16 deg 55 min N - 120 deg 45 min E) were in good shape, roads to it in excellent shape, and bridge across adjacent stream in good shape.

On road at 17 deg 06 min N - 121 deg 52 min E were two individuals walking south. Unfavorable circumstances of sighting and on circling individuals had taken cover.

- J. CAVU enroute and return.
- K. Pilots: Twiggs and Strait.
- L. Nil.

CONFIDENTIAL

#### CONFIDENTIAL

71 t factical accommandance Group

2 lbg 195.

TO: Commanding Command, Par S at Air Paress (F), APO 925.
Att: N of S, A-2. (Birough Channels)

#### Final Mission Memort

- As 12-0-2-6.

   q Mission No 193, 2 May 1925, 110th fac Son 4, 71st Rec Son Sp. two F-6's.
- B. V. 2.
- c. 10 06:0/1 101 0700-08:0/1 11 09:0/1 At. 10,000 to Min.
- . Mission 50% imporplate due to sather.

Four Individual strafing passes on cameflouged beat in shallow mater at 18 dog 11 min 8 - 1/1 dog 39 min 8 with hits but mil fire or smoke.

- L. Through H. Hil.
- I. In area M, ME and Z of Ma Lines (17 deg 50 min B- 121 deg 10 min B) are many dugouts, for holes and trenches, 5 to 70 ft. long compertmented ditches, so sibly tank traps on Most side of highway between MA DING and river. Between ditch and river was 500 yard trench with flathing trenches on each and. All installations are of recent a natraction and none were a served occupied.

Freviously reported fortifications and installations in area Bast and EE of Adda.4 (17 deg 55 min H - 121 deg 0 min H) is in run down condition, essentius earling sport, eet, and ap pared to be observed.

- J. CAVO except for 10/10 clouds based at 800 ft. with tops to 1900ft. from 18 deg 80 min N outh covering certire CAGATAN VALUE want to foothills of G. ABATAN Rts. 1,10 from BAGAZAT thru BAGATA Paco.
- E. Filots: Officill and Etc. ison.
- L. 1200 x .90 cal. am o. expended.

CONFIDENTIAL

COMPI ANTIAL 71st Test cal secondaisence Gr up APO 70 2 Kmy 195. TO: Commanding Comerci, Far Seat Mir Forces (F), MYO 925. Att: MO of S, A-2. (Through Channels) Final design aport A. 123-0-7-5. Mission to 194, 2 May 1945, 110th To Mon ., 71st Too Mon Gp. Two 7-5\*0. B. 12 - 3. 0. 10 0630/1 107 0700- 300/1 15. 1030/1 At. 5000 to Min. . Mission somleted. ix individual strafing passes on wooded area between river and road east of dealt share a/o (to deg to min 8 - 121 deg to min 8) resulted in good concentration or miss but no observed results. One individual strafing pass on 15 ft. dismetered confifraged installation nous to highest 5 one mile 8 of Masses 180 (17 deg 50 min 8 - 121 deg 57 min 8) with me observed results. in Through H. Hil. L. Routes Til-3. Mond Ha from G. Massa (16 dag 17 min 8 - 122 deg 00 min 8) grass rom and seges a sign of unsuge. ighted many Fi ipines in visitedty of G MASS on testin, in fields, on beach but some waved or appeared friendly. At 17 deg 07 min N - 122 deg 29 min N observed column of make, too large for cooking fire coming from dense tree covered area. d. GAVE on east side of G GATAR VALLEY with 10/10 layer to 6000ft. on woot

sice of valley. Sast coast CAVU.

Filots: Nough and Upton.
 1500 x .50 cal sense expended.

COMPIDENTIAL

110TH TETTOR STORES OF SOR

2 May 1945.

2.; omending Central, Far Sast Air Forces (8), 40 925.

Final Hi sion Report.

- A. 10-10-1. 100 No 195, 2 my 9.5, 110th The Men 4, 71st The Mon Sp. to 2-0's.
- S. Photo make a ing -2 in a da area (16 deg 13 min H 121 deg 12 min a)
- C. To 1015/1 T/ 1050-11/5/1 Th 1885/1 Alt. 5000/t to Bin.
- . H don so pleted.
- & Through d. Hil.
- E. Obli use of moke la ing B-25 at 1100/I in % SA ares 16 deg 1 min E-121 deg 13 min B and obliques of barges in 1340 RIVE three miles couth of SHASTA (16 eg 15 min N - 121 deg 15 min S).
- L. Oute: Base to MARK to invalle and return.

  Four berges moved to bank of FELO River and demoflauged at 15 deg 12 min H

Oil or gardine slick on all of stromes slow town of IS Gall.

- d. Central pl ins. scattered outsile at 30.0 st. Sectors Mts. 3/10 to 1/10 at 1/10 and building p. 8 at co. t GAVU.
- M. Babor and John on 1lota.
- L. Bil.

COMPIDENTIAL

THE DAME IS HART ASSISTED

#### CONFIDENTIAL

71 t Totica econnelscance Group

2 Hay 1945

No: Commanding Compani, Far Sa t Air Force (F), SFO 925.

#### Finel Mission Report.

- 4. 123-0-5. ... 150 196, 2 M y 1955, 110th Inc Non 3, 71st Zeo Ron Op. 01styn 3-6's.
- B. South 10.00804140 A/O B (17 dog 37 min B 121 deg 13 min 5).
- C. 10 1315/1 TOT 11:00-11:15/1 TL 1515/1 At. 7000 St. to min.
- D. Mission completed.

Hombing results a sollent. Four bombs on M-s remay 16 bombs on a-

50 individual strafing passes resulted in emploding fires to 900 ft f on T. a. plane probably a NICK in trees 1000 yards east of runsay intersection (Photos taken), fired and destroyed 20 mm gun position 1000 yards east of mid-point of B- runsay, destroyed six nips type sheek by fire and obtained small employion from one sheek in area cost of many intersection, and sileneed M/O position on cest side, N and of N-0 rentwy, and the firing of three or four Mips type buts in some 6 on.

- A. Through F. H1.
- 6. TOSUMBERO 4/0 , North. Moderate, medium and light, inscourate at 2000 ft. From positions on each side of N-5 r may at mid section.
- H. Hom tree area 1000 yards east of runway intersection so from position 100 yards W of 8-W run ay.
- H. Obliques of strike results at TUGUEGERAD A/D E at 1/30/1.
- Le putes Direct.

As to west of Toolso Arad is serviceble and much of mejoing field is serviceable. Beloive as could land anywhere on field.

Totalid .0 N had west half of M-3 runsay cratered but strip was survice ble.

- J. mroute CAVU. Carabille Mts. 10/10 based at 12000ft., teps to 20000 ft. Cagayan Valley 2/10 carabile along footills, center of valley 1/10 at 00.0 to 80.0 ft. Rain on field at return.
- K. Pilots, Pritts, Boardsen, Legis, Erieger, Fago lend, Doncer, Memond, Goodh, Regan, Brettoll, From Mockelt.
- 1. 22 x 900 last. demo on terget area.

x .50 cal\*

## CONFIDENTIAL

71st Tactical second issames Group

2 May 19 5

TO: Commanding General, Far Bait Air Forces (F), APO 925. Att: AC of 5, 5-2. (Tarough Chammels)

## Final Mission ago t

- 4. 122-0-12-2.

  og Mission No 197, 2 May 195, 110th Tee Sen og, 71 t Tee Sen Sp. too 3-6's.
- B. Special Photo of NORS AS ARAN area (1) deg 55 min H 121 deg 05 in B).
- 6. 10 1250/1 101 1350-1100/1 IL 1130/1 Alt. 1500
- D. Hission Completed.
- E. Through G. Bil.
- H. Yes obliques of WORKINGARAY area at 1/00/1
- L. oute: Arest.
- J. our ute and target area 3/1 -4/10 ou alue cloud at 900ft.
- K. Mlots: Rule and Vosgeli.
- L. Bil.

CONFIDENTIAL

#### CONFIDENTIAL

## 71st Tactical Recommanded Group

3 4r11 1945

TO: Commending General, For Bast Air Forces (F), APO 925.
Act: AG of 5, 4-2. (Through Chemnels)

## FINA. HIS LOW REPORT

- 4. 123-0-3-5, and Mission No 198, 110th Tee Ren and 71st Tae Ren ap, 3 april 1965, 7 F-6's.
- B. Bomb and strafe ridge 1000 yards north of 7 GBO (16 deg 57 min B-120 deg 39 min E) as directed by New May 2.
- C. 20 0810/1 TOT 0900-1025/1 T1 1055/1 1t. 10,000 ft. to minimum.
- D. Mission completed.
  - 13 bombs in smoked designatedd target area (813.0-2053.0) with no observed results.
  - 30 individual strafing passes on Map installations on ridge top with only observed results three grass fires.
- E. through E. Mil.
- L. Route: Direct.
- J. In route 6 W and at target, 2/10 outsilus over target area as planes laft.
- H. Dean, Spencer, Maber, Opton, Pagerland, Turner, Massord.
- 1. 13 X 500 lb. inst. donos in target area, two of which were dude.
  1 X 500 lb. inst. dono hung up and was jettleoned sefe in bay.
  5550 X .50 cal.

CORPIDERTIAL

## COBFIDENTIAL

110TH TACTIC L RECOMMALS AND SQUADED That Tactical Reconneissance Group

3 May 1945

To: Commanding General, Fer East Air Forces (P), APO 925.
Att: AC of S, A-2. (Through Channels)

#### FINAL MIS ION REPORT

- A. 123-C-4-8, Sq Mission No 199, 110th Tee Ren Sq, 71st Tee Ren Gp, 3 May 1945, eight F-6's.
- B. Bomb and strafe unmaned vi lage 2500 yards southeast of GENVARIAN (17 deg 59 min 8-120 deg bo min E) on direction of ECHEN 5 5.
- C. TO 0900/1. TOT 1015-1015/1. Th 1100/1. Altitude 7000 ft. to minimum.
- D. Mission empleted.

Ili bombs in target area at 855.2-2054.0 with results unobserved.

18 individual strafing passes resulted in red fire and block smake to 100 ft. from tin-roofed building and firing five mina type buildings.

- E. thru H. Bl.
- I. Route: Direct.
- J. CAVU enroute and over target. 3/10 scattered outsulus at 250 ft.
- K. Pilote: Pritts, Boardsen, Louis, Krieger, Reiggs, Strait, O'Reill, Wooghli.
- L. 16 X 500 lb. inst. demo bombs dropped on target, one of which was a dud.

  1,700 X .50 cal.

COMPIDENTIAL

## CONFIDENTIAL

# 71st Testical Reconnects and action 71st Testical Reconnects serve

3 Hay 1945

No: Commanding Concret, For Sest Mir Porces (F), APO 925.
Abt: No of S, S-2. (Through Channels)

## FIRST MISSION REPORT

- A. 127-0-11-2, 30 Mission No 200, 110th Tac Son Sq. 71et Tac Son Sp. 3 May 1915, two F-6's.
- B. HA recoo to POMMOUSA.
- c. TO 1220/L. NOT 11/15-1530/L. T. 1750/L. Attitude 18,000 ft. to minimum.
- D. Mission completed.
- E, thru H. Mil.
- L. Route: Base North to Formass, up central mountain range to 24 degrees North. Roturn direct.
- d. ME-SN front beginning at 18 degrees North in CASAYAN VALLAY from deck to 25,000 ft. with rain equals. Mild turbulence high, no turbulence low. Anin front ended about 20 degrees North. North of this was solid underenst with tops at 8000 ft. extending as far North of FORMONA and as fer Mart and West as could be seen. Winds aloft believed mild as no drift observed.
- E. Pilots: Noland, Stehdson.
- L. Bil.

COMPIDENTIAL

## COMPIDENTIAL

## 71st Tactical Recommaissance Group

3 May 1945

No: Commanding General, Far Sast Air Forces (P), RO 925.

## FINAL MISSION REPORT

- A. 123-C-13-E, Sq Mission No PSI, 110th Tac Ron Sq. 71st Tac Ron Sp. 3 May 1945, two R-6's.
- B. Special photo of MORZAGERSY area 14 deg 52 min N-121 deg 02 min N.
- C. TO 1325/1 TOT 1390-1415/1 TL 1510/1 At. 1500 ft.
- D. Mission completed.
- E. through G. Mil.
- H. Yes, obliques of terrain north and northeast of BORLANANAY.
- I. Route: Direct.
- J. WA: 1/10 cumulus based at 1,000 ft. tops to 14,000 ft. over entire route.
- K. Mule and Conners.
- L. H1.

CORFIDENTIAL

COMPIDERTIAL

That Taction Association and Group

3 May 195

TO: Commanding Control, For Seat Mr Forces (F), 20 925. Att: N of 8, 4-2, (Enrough Channels)

FIRM MISSION REPORT

- A. 125-G-13-8, Sq Mission No 191, 110th Res Ron Sq. 71st The Ren Sp. 3 May 1965, two Red s.
- B. Special photo of MURISHARAY oron 14 deg 52 min H-121 deg 62 min H-
- 6. 10 1309/1 10f 1390-1415/1 th 1910/1 St. 1900 ft.
- D. Mission completed.
- Le through 0. 211.
- A. Yes, obliques of berrain worth and northeast of SORISORRIA.
- L. Louter Breat.
- J. Wis high exemitus bessed at 1900 ft. tops to 11,000 ft. over outire route.
- L. Bule and Comsors.
- L. N11.

COMPIDENTIAL

#### CORFIDERTIAL

## 71ct Partial Recognitions Stateon Tiet Partial Recognitions Group

3 Hay 19h

20: Commanding General, For Mest Mr Moross (F), 200 905, Abts AD of 3, And. (Durough Channels)

FIRE MIN TOP REPORT

- A. 123-1-2-5, Sq Minsten So 203, 110th fac San Sq. 71st fac Sen Sp. 5 Sep 196, two Fed's.
- B. VIL & R.
- 0. 10 1530/1 307 1900-1600/1 D. 1630/1 St. 1000 ft. to minimum.
  First TO at 1530, landed et 1500 due to mechanical trouble.
- D. Mission 50% imposplete due to Wi.
- & through H. Wil.
- L. Soutes Va # 2 in CAGATAN VALUEY as for morth es 17 dog 50 min E. No algheings not proviously reported.
- J. CARABAGO MI. 7/10 to 8/10 from mt. tops to 11,000 ft. On roturn had become 9/10 to 10/10.

  CARABAS VALLEY, 3/10 at 1000 ft. at south and building up northward.

  6/10 at 10/0084/880 and 10/10 morth of that with rain equalit.
- L. Sithes and byder.
- L. 181.

## CONFIDERTIAL

71st Tactical Recornais and Group

3 May 1945

No. Commanding General, Far Sast Air Forces (F), APO 925.
Att: AC of S, A-2. (Through Channels)

FIRST MID TON REPORT

- A. 125-0-5-5, 5, Mission Eo 201, 110th Tac Rom 3, 71st Tac Rom 9p, 3 May 1945, seven 8-6'c.
- B. Borab GARIT MORTE A/D.
- o. TO 1105/I FOT 1135-1530/I TL 1605/I At. 7000 ft. to minimum. One Shard at 1107/I due to mechanical trouble.
  - 12 boats in wooded revoluent area north of northeast end of renway with me observed results.
  - 31 individual strafing passes on wooded revoluent area south and east of runway with gress fire only observed results.
- L. through H. Mil.
- L. Routes Direct.
- d. Senther: CARABALLO RIG. solid cumulus from mt. tops to 16,000 and 20,000 ft. CARABAN VALLEY, CAVO.
- R. Regan, Johnson, Lawson, Brattoli, Irahasbemilt, Mougle, Maufilam.
- L. 12 4 900 1b. inst. demos in turget area.

2 X 500 lb. inst. demos returned by SMAFO.

1 .50 cal.

CONFIDERTIAL

#### CONFIDENTIAL

11078 TECTION SCHOOMSLISSENS SCHOOLS Tist Tection Recommaissense Troop

4 Key 1945

For Commanding Concret, Par Sast dir Forces (F), NO 985. Acts AC cf 5, 8-2. (Turough Channels)

FIRST MISSION MEPORT

- 126-6-1-, Sq Fission No 205, 110th Nac Ron Sq. 71st Zao Ron Sp. h May 196, tro R-6's.
- B. VR 1 1.
- 0. TO 0615/1 TOT 0630-0815/1 Th 0815/1 At. Minimum.
- D. Mission 20% incomplete due to W.

2 individual strafing peaces on two Mps hiding in roadside bushes at 16 deg 12 min M-120 deg 15 min S with results unknown.

2 individual straffing passes on camp fire under readside trees a mile morth of above with results unimonn.

- a. through H. M1.
- L. Router Vit # 1.

Highway observed five miles east and west of TALALME (17 deg 30 min M-121 deg 06 min B). One bridge out had debur constructed saress dry stream bod. Boad grass covered but freshly worn vehicular tracks.

- J. CARABALLO MIS., CAVU but with few patches of ground fog in low walleys.

  Eastern foothills berdering CAGAYAN VALLEY has ground fog to 500 ft.

  GAMANA. very heavy haze limits visibility to 5 miles.
- Le layder and Brugal.
- L. 900 X . 50 cal.

CONFIDENTIAL

## CORPIDENTIAL

71st Tactical Recommandation of Capacity 70 70 70

4 May 1945

No: Commanding General, Far Bast Mir Forces (F), APO 925. Att: AC of S, 1-2. (Through Channels)

PIRAL MIS ION REPORT

- A. 121-6-2-8, Sq Mission No 206, 110th Tee Ren Sq, 71st Tee Sen Sp, 4 May 1945, two F-6's.
- B. VR # 2 4 1.
- 6. 10 06LC/1 TL 0715/1
- D. through L. One plane SHAFU with machanical trouble, no substitute

COEFIDERTIAL

## COMPIDSBILAL

71st Tactical Recommander Squares 71st Tactical Recommanders Group

h Hay 1945

TO: Commanding General, For Sast Air Porces (2), APO 925. Att: A of 5, A-2. (Inrough Charmels)

#### FINAL MISSION ROPORT

- 4. 124-0-3-5, Sq Missien No 207, 110th Tes Ron Sq. 71st Tes Ron Sp. 4 May 1940, seven F-6's.
- B. Somb and strafe MAGULIAN, FUGA INLAND (18 deg 51 min W-121 deg 22 min B).
- c. 10 0765/1 101 0835-0850/1 1 1000/1 At. 2000 ft. to minimum.
- D. 6 books in area of buildings designated on photo resulted in destroying one house. Two books hung and fell in occam. One strafing pass made on town area discontinued when observed Filipino new and women in area. Second Flight than dropped their six books in wooded area west of town.
- E. through H. Mil.
- I. Moute: Direct.
- J. West coast 0.4VU to 18 deg 00 min W, from there to northern tip is rain showers.

Target area 8/10 based at 2500 ft. tops at 8000 ft.

- E. Mule, Mischan, Johnson, Connors, Regan, Lawson and Unton.
- L. 12 X 500 1b. inst. demos in target area.

2 I 500 lb. inst. decmes dropped in eseam.

X . 50 oal.

CONFIDENTIAL

05/1

## CORFIDSHTIAL

# That Particul accountains on all and a That Particul accountains and Group

h May 1915

To: Commanding Control, For East of Forces (F), 50 925.

## Pales and ANN REPORT

- a. 121-0- ... A Pinsion No 208, Lloth Tee Ben Sc, 71st Tee Son Sp, h May 1980, eight f-6's.
- 2. South and strafe 30201918, FUSA 181.300 (18 dog 52 min 8-121 dog 24 min 8).
- c. 10 0815/1 101 0910-0910/1 11 1100/1 4t. 7000 ft. to minimus.
- D. Mission completed.
  - 15 bombs in target area with no observed results. One bomb hung and fell in bay.
  - 32 individual straining passes on target area with small fire in one might type shack only observed result.
- B. through W. Mil.
- L Routes Mrect.
- J. En route: 2/10-1/10 2500 ft. base to 6000 ft. tops with cumi to 10,000 ft. and building up over LIBOATAR BAL.

Coast 1/10 soud 900-1000 ft. thick based at 3000 ft.

C. Mandado His. 5/10 cumulus at 5000 ft. to 8500 ft.

C.MATAN 1/10 1:000 to 7000 Pt.

FUS 4 3/10 at 6000 St. with hase. Solid front on M tip of LUNON with rain.

- E. Fritte, Moreland, Wreiger, Cramford, Smiley, Beardman, Strait and Raiser.
- 16 % 500 1b. inst. demos on target area. 5950 % . 90 cal.

CORPIDENTIAL

## COMPIDENTIAL

110TH TACTICAL ESCONNAISSANCE SQUAREDE Troup #0 70

5 May 1945

TO: Commanding General, Far East Mr Forces (P), Mr0 925. Mt: MC of S, A-2. (Through Charmels)

FINAL MISSION REPORT

- A. 125-0-1-8. Sq Mission No. 209, 5 May 1945, 110th Tee Rem Sq, 71st Tee Rem Sq, eight F-6's.
- B. Bonb and strafe as directed by Maria 5.
- C. TO 0900/1. For 0940-1015/1. To 1115/1. Altitude 9000 ft. to minimum.
- D. Bombed Hip concentration on ridge two miles North of TUBTUBA (17 deg 10 min N-120 deg 15 min N.

Sembing results excellent with 12 beabs on socke marked area and four beabs 100 yards miss with no observed results.

21 individual strafing passes on sipe-type chacks in terget area obtained smouldering fires from three sheeks.

- E. thru H. 141.
- L. Routes Direct.
- J. West coast GAVU. Nestern foothills of CARABBLO ADUNTALIS had scattered clouds at 7000 ft. but building up rapidly and will probably close in area solid by afternoon.
- E. Filots: Archulete, Spencer, Sithee, Maykke, Deen, Gooch, Muber, Byane.
- L. 16 X 500 lb. inst. demo bombs dropped on target area.

X .50 cal.

COMPIDENTIAL

## COSFIDSHTIAL

71st Testical Reconnaissance Group
APO 70

5 May 1945

TO: Commanding Comeral, For East Air Forces (P), APC 925.
Att: AD of S, A-2. (Through Chamols)

## FINAL DESCRIPTION

- A. 125-0-5-5. So Mission No. 210, 5 May 1945, 110th Tao Men Sq. 71st Tao Men Sp. eight F-6's.
- 5. Bomb and strafe es directed by Markon #2.
- U. 10 0930/1. TOT 1030-1110/1. TL 1130/1. Altitude 10,000 ft. to minimum.
- D. Bembed and strated gally and ridge 2000 yards 50 of 18580 (16 deg 57 min 8-120 deg 39 min 8) (613.0-2051.3), with excellent results with 14 bombs in terget area and two bombs missed falling ME of target area. No observed results but harham 2 reported four direct hits on May 0.2.

hO individual strafing passes on ridge top covered with gun positions resulted in saturation coverage of area with results reported as excellent.

- E. thru E. Hil.
- L. Boute: Birect.
- J. West coast CAVE. Scantored cusulus at 5000 ft.
- E. Filots: Moland, Mrugal, Hough, Voccali, Pagarland, Stoblisch, Harmond, Manifelman.
- 1. 16 % 500 1b. inst. deno bombe dropped on terget.

I .50 cal.

## COMPIDENTIAL

110TH TACTICAL RECOMMENDES SQUARROR Test Tectical Recommendations of Coup

5 Hay 1945

TO: Gommending General, Per Sest Mir Forces (P), APO 925. Att: 80 of 3, A-2. (Through Channels)

FINAL RISSION ASSOCT

- 4. 125.5-3-8.
  Sq Hissian No. 211, 5 New 1945, 110th Tac Ren Sq. 71st Tac Ren Sp. two F-6's.
- B. Va 3.
- 0. TO 1300/L. FOT 1310-1510/L. Th. 1515/L. Altitude 1000 ft. to minimum.
- D. Mission comp etod.
- H. thru H. Mil.
- I. Router Va /3.

Town of FE.AMAN (17 deg Oh min H-122 deg 25 min 5) in good condition but all sighting of any personnel. Two new appearing 20 ft. cences moored to small send bar appearing town.

On beach of PALMAN BAY at 17 dog 00 min 5-122 dog 25 min 5, observed horseman riding North. On circling for better sighting he had taken cover.

- West towards Areal. Caralan valler: 2/10 at 1000 ft. Caralan valler: 2/10 at 1000 ft. Caralan valler: 2/10 at 1000 ft.
- L. Filets: Almlov, Smyder.
- L. Mil.

CONFIDENCIAL

## CORFIDSETIAL

71st Tactical Recommendation of Appare

5 May 1945

TO: Commanding Ceneral, Par Rast Air Forces (P), NO 925.
Att: K of S, 4-2. (Through Channels)

PINAL RISSION REPORT

- A. 125-6-2-5.
  Sq Mission No. 212, 5 May 1965, 110th Tec Son Sq. 71st Tac Son Sp. two 3-6's.
- B. VR #2.
- c. 10 1505/1. TOT 1340-1450/1. Th 1525/1. Attitude 1000 ft. to minimum.
- D. VR 2 LOW incomplete due to weather.
- E. thru H. Bil.
- L. Routes VR F2 except for parties in CAMABELO MODERATES.

Five or six nipe-covered installations on rigo top at 16 deg 53 min 8-121 deg 08 min 8 commanding area to West. Sew 2 or 3 men in each of two such installations. Undetermined if positions contained weapons.

- J. C.M. All Where it was on the deck with rain. CARABARA MANUFACES, solid to 16,000 and 20,000 ft.
- K. Pilots: Keiser, Moreland.
- L. M.1.

CORPIDENTIAL

## CONFIDENTIAL

That Taotical Recommissions Group
FO 70

5 May 1945

Tu: Commanding General, For Sast Air Forces (F), AFU 925.
Act: AC of S, 4-2. (Through Chemnels)

## FIRM MISSION REPORT

- A. 125-6-1-8.
  Sq Miscion No. 213, 5 May 1945, 110th Tac Ron Sq. 71st Lac Ron Sp, two F-6's.
- B. VR 71.
- 6. TO 1360/L. TOT 1350-1430/L. Th. 1530/L. Alvitude minimum.
- D. Mission 90% incomplete due to weather.
  - 9 individual straing passes on large tin-roofed building and one new nipe-type shock in Lacal (17 as 00 min E-12) deg 53 min E) with good hits but no fires.
- E. thru 0. M1.
- H. Tes, of brisgos on Banabas (15 deg 57 min 3-121 deg 15 min 8) to Borros, at 1/20/4.
- I. Route: VR Al except portion in CARABALLO MOUNTAIUS.

On ridge West of BOLOG (16 deg 14 min 3-121 deg 08 min 5) were four dirt reads appearing well used. Hoads led towards Western mountains and one breached Southwards towards ASTIPOLO.

Sighted four uniformed individuals walking towards boiled on ridge read three miles W of town. Did not strafe due to restrictions.

- J. CARABALO MOUNTAINS: 8/10 cumulus to 20,000 ft. CAMAMAN VALLEY: 5/10 5000 ft. overcast increasing Northward to 10/10.
- K. Pilots: Beiggs, Boardnen.
- 4. 1500 I .30 cal.

COMPIDENTIAL

## · CONFIDERTIAL

71st factical Asconnaissance Group

5 Hay 1945

10: Commending Comerci, For Seat Mr Forces (F), AFO 925. Act: No of S, A-2. (Through Chemnels)

## FIRM MISSION REPORT

- A. Mission No. 125-0-5-N.
  Sq Mission No. 214, 5 May 1945, 110th Tac Ren Sq. 71st Tac Ren Sq. eight R-6's.
- B. Bomb and strefe as directed by MONEU.
- C. TO 1300/1. FOT 1335-1410/1. The 1450/1. Abtitude 6000 ft. to minimum.
- D. Primary closed by weather so attacked GARIT HORTS 4/D (16 deg hp min H-121 deg hp min H).

S bembs in wooded area South of East end of runway and S bembs in wooded area South of East end of runway with no observed results.

55 individual strafing passes on wooded area, buildings, and three emouflaged 40 of doubtful servicesbility resulted in firing sight mina-type buildings. One building burned with black stake to 300 ft., and asother burned with black stake to 2000 ft.

- s. thru H. Mil.
- L. Route: Birect.
- GERARALO HTS: 9/10-10/10 from dock to 16,000 ft. Southern GEGATAS VALLEY: O.K. CAVE at time planes left, 1/10 cumulus moving in.
- A. Pilots: Aule, Wiseman, Johnson, Archambasult, Brattoli, Lamson, Oglo, Conners.
- L. 16 % 900 lb. Anst. demo bombs dropped on target. 8500 % .50 cal.

COMPIDENTIAL

## CONFIDENTIAL

71st Tactical Recommensance Group

6 May 1945

Note As of 3, A-2. (Through Charmels)

FIE AL MIN ION REPORT

- A. 126-6-1-8, Sq Missian So 215, 110th Tac Son Sq. 71st Tac Son Sp. 6 May 19/15, two F-6's.
- B. V. 8 1.
- 0. TO 0500/I TOT 0610-0830/I TL 0925/I At. 1000 ft. to minimum
- . Mission 60% incomplete duet o W.
- through H. Mil.
- I. Soute: VE # 1 in CARABULO MES.

North of 308380 (16 deg 50 min S-121 deg 10 min S) observed three felled log road clocks. As observed one block on road to northwest. May be more unobserved due to feliage covering road.

d. Mostern Camaballo MTS., CAVO.

South SASATAN VALLEY 6/10 from deck to 300 ft. Solid overcast at 3500 ft. and one more overcast about 6000 ft.

- K. Bough and Mrueal.
- L. M1.

CORFIDERTIAL

#### COSPIDSHTIAL

110TH TACTE A. RECORRALS AND STADROR 71st Tactical Associationance Group

6 Hay 1945

PO: Commending Commend, For East Mr Porces (P), Mr 925. Att: M of 5, Mac. (Turough Channels)

FIRST MISSION REPORT

- A. 126-2-2-8, 3g Mindion No 216, 110th Teo Ren Sq. 71st Teo Ren Sp. 6 May 1949, two 1-0's.
- 5. VR # 2.
- G. TO 0610/I TUT 0700-0900/I TL 0920/I Alt. minimum
- D. Mission LOA incomplete due to MA.

16 individual strafing passes on wooded area saitting small columns of camp fire make at 18 deg 05 min M-121 deg 12 min 3 and one strafing run on 12 by 10 ft. cancuflaged mips installation, see eight individuals running out and disappearing into wreas. Other results unobserved. This target indicated by west bank guerilla arrow.

2 individual strafing passes on tim roofed building one mile east of MASSIP INC (17 deg 58 min N-121 deg 58 min B) with hits but results unobserved.

- E. through H. Mil.
- L. Router VE # 2.

Two seres of bamboo out out at 18 deg 01 min 4-121 deg 40 min 4.

- J. CARABALLO HTS., CATU. CASITAS VALUET 6/10 noud at 300 ft. Gumi on SIRRA MADRE RANGE. Front moving south from BABUTAF 101 ANDS.
- K. Ogle and Conners.
- L. I .50 cal.

CONFIDENTIAL

## CONFIDENTIAL

1107H TACTICAL RECORDADS ARCS SQUADGON 71st Tactical Reconnels areas Group

6 May 1915

10: Commanding Coneral, Far East Mr Porces (P), 20 925.

FIRST WISSION and AZ

- 4. 126-6-5, So Mission No 217, 110th Ise Bon Sq. 71st Tac Hom Op, 6 May
- 5. Seed and strafe as directed by Marian 5.
- C. 10 0730/1 Not 0800-0305/1 TL 0945/1 At. 7000 fc. to minimum Mough engine SHAPU and escort leaded at 0915/1.
- . Mission completed.

Scabing results excellent. Sombed and shrefed wooded creek bed on direction of WFHFF 5 at 17 deg 12 min R-120 deg 12 min 2. 13 bombe on anoke marked terget and one hung and fell northeast of area.

10 individual strating passes on same area with momerous grass fires only observed results.

- E. through H. Mil.
- 4 Mourtes -iraci.
- J. Sest coast north of SAN FARRANCO and target area very thin 9/10 over-

West coast south of CAN FERRANCE GAVE.

- K. Sula, Kreiger, O'Woill, Moreland, Twiggs, Granford and Boardsan.
- L. 1h & 500 lb. inst. demos bombs in t arget area.

COMPIDENTIAL

## CORPIDENTIAL

71st lactical Recommander Group

6 May 1945

To: Commanding General, For Sest Mr Perces (P), APO 925.

## FISAL MISSION NEFORT

- 1. 125-0-5-8, Sy Mission So 210, 110th Fac Son Sq. 71at Fac Son Sp, 6 May 1046, Mix 2-6's.
- A. Bomb and strafe as directed by Manual.
- v. 20 0030/1 107 0915-1000/1 % 1040/1 At. 1000 ft. to minimum
- Mission omepleted.

Mombing results excellent.

Modellas terrest closed by "A so attacked sollastic (16 deg 42 min W-121 deg

12 bonds in barget areas indicated in meeters section of town destroyed three buildings by blest and one building by fire.

37 individual strafing passes resulted in hits on all buildings but obtained no fires.

he individual strafing passes on GARIT MORTS a/D (16 deg he min #-121 deg he min #) resulted in hits on station weren north of west and of runway, hits and small wisp of blue must of from a smootheged functage of discassembled plane just morth of east and of runway, and hits on misa covered excevation 5 by 8 ft.

- & through H. M1.
- I. Route: Same SALSIN -AS BOLLIE to base.
- 4. Gardanio violaity of Salata PASS 10/10 overcast from mountain tops to 7000 ft.

South CAGAYAN VALLEY 10/10 from 4500 to 5000 ft.

- K. Brattoli, Archabecult, Opton, Wissum, Johnson and Lasson.
- L. 12 X 500 lb. inst. demos.

9900 E .90 cal.

CONFIDENTIAL

## LAITEGITEGO

71st Tactical Recognalisance Group
PO 70

6 May 1945

TO: Occamending General, Far East Mr Forces (P), APO 925. Att: No of S, s-2. (Through Charmels)

FIRM MISSION REPORT

- 4. 125ml-gal, 3g Mission No 219, 110th Tao Ren Sq. 71st Tao Ren Sp. 6 May
- B. Somb and strafe as directed by MARSIE.
- c. 70 1300/1 707 13/5-1/45/1 71 13/5/1 At. 6000 ft. to minimum.
- D. Mission completed.

2008 ISS targets closed by weather so attacked SCHASUS (16 deg 12 min %-121 deg 10 min %) secondary target. Sembing excellent. 13 bombs in town of SUNANCE, destroyed two frame buildings. One bomb hung and fell to east of town.

26 individual strafing passes resulted in one large building burning with red flux and black smoke to 3000 ft., and one fire of red fluxe and black smoke beginning as planes left area.

5 additional buildings had small f ires developing as planes left area.

- E. through G. Hil.
- H. Tes, obliques of town of MENASUE at 1145/1.
- L. Route: Base BALETS PASS SCHARGE return direct.
- J. CARABBLO MTS. 9/10 from mountain tops to 12,000 ft. South CARABB VALLEY 2/10 at 5000 ft. north to ILIGAR. Sorth of ILIGAR was rain showers.
- L. Boan, Spensor, Sub r, Boykke, Pagerland, Bersond and Syone,
- L. 14 % 500 lb. inst. domos in target area.

COMPIDERTIAL

## COMPIDENTIAL

## 71st Tactical Reconnaiseance Group

7 May 1945

TO: Commanding General, For Sert Mr Porces (P), 200 925.
Att: 2 of 3, 4-2. (Through Channels)

## PIMAL MISSION REPORT

- 1. 127-0-3-6, in Mission No 220, 110th lee Men iq, 71st lee Non ip, 7 May 1965, eight 2-6's.
- B. VELLA VERDE TRAIL Check with BCHAIR. Secondary: HANGLIAN (17 deg 06 min B-121 deg 10 min B). Tertiary: LUNA - Check with MAPRAN # 5.
- G. TO 1030/I TOT 1130-1230/I Th 1300/I Alt. 7000 ft. to minimum.
  One SHAFU at 1110/I, mechanical failure.
- D. Primary target weathered in so hit secondary.

12 bombs dropped on target with excellent results. 2 bombs unobserved. 2 bombs destroyed large building within square in center of town. 2 bombs destroyed smaller building just east of large building. 2 bombs destroyed 2 buildings on south side of road et main cross road. Specific damage from other bombs unobserved.

29 individual strafing passes with hits but generally unobserved results. 2 houses on east edge of town left burning, one building on north edge of town left burning with 2-3 other small fires of undetermined orgin.

- E. through L. Bl.
- J. He route: GAYU 1/10 covered from 3000 to 8000 ft. over mountains. Higher at 11,000 ft.

CASAYAS VALLEY: 5/10 covered from 2500 to 7000 ft. Southern part socked in heavily.

- N. Capt. Moland, Capt. Pritts, Lt. Goods, Lt. Wither, Lt. Turner, Lt. Voegeli, Lt. Snyder and Lt. Kauffman.
- ↓ 2 % 500 lb. domes jettisioned safe in bay.

14 X 500 1b. demos dropped on terget.

4700 X . 50 cal.

CONFIDENTIAL

## COMPIDENTIAL

## 71st Faction Recognate and Group #0 70

7 May 1945

PO: Commanding General, Far Sest Air Forces (P), Nº0 925.
Att: AC of S, A-2. (Through Channels)

FINAL MISSION REPORT

- 4. 127-C-2-E, Sq Mission No 221, 110th Tee Men Sq, 71st Tee Men Sp, 7 May 1945, two F-6's.
- B. VR # 2 & 4.
- C. TO 1300/I TOT 1315-1330/I Th 1345/I At. minimum One plane SHAFU at 1345/I with coolant trouble, other plane also returned.
- D. Mission incomplete.
- & through L. M1.
- J. 10/10 overcast up to 11,000 ft. over mountains.
- M. Mt. Amlow and Lt. Mainer.
- L. 311.

COMPIDENTIAL

## COMPIDENTIAL

71st Tactical Reconnaissance Group
#0 70

7 May 1945

TO: Commanding General, Far Bast Mr Porces (F), APO 925. Abt: AC of S, A-2. (Through Channels)

## FIRM MISSION REPORT

- A. 127-6-1-8.
  Sq Mission No. 222, 7 May 1945, 110th Tec Ron Sq, 71st Tec Ron Sp, two P-51's.
- B. W. A.
- C. TO 1315/L. TOT 1330-1530/L. Th. 1545/L. Attitude 11,000 ft. to minimum.
- D. Mission completed, not well ocvered due to weather.

Two individual strafing passes on three buildings, approximate size 20 % 30 ft; near town of AFUNAN (16 deg 10 min N-120 deg 16 min N) with mil results.

Two individual strafing masses on one well assoufleded believed serviceable truck on rest headed South approximately one mile as of GUBANO (16 deg 50 min B-120 deg 50 min B) with nil observed results.

- E. thru H. Hil.
- L. Just West of town of SITO (17 deg 26 min B-121 deg 30 min B) elong straight level stretch of highest were 8-10 pots approximately one foot in dissector sunk level with ground. Pots were on either side of road spaced about 15 yards spart along highway as though they might be gaseline pots to outline landing field for a small plane. However, area did not appear large enough to land a plane.

Weather over area not good. Planes could only reco through an occasional hole in overcast.

- J. Selid overcast from mountain tops to 12-15,000 ft. with occasional hole in overcast.

  6/10 covered at 7000 ft. over CAGANAN VALLEY.
- K. Pilots: Regan, Harrnen.
- L. 600 X .50 cal., ost.

CONFIDENTIAL

# CORFIDERTIAL

110TH TACTICAL RECORNALS AND SQUADBOR 71st Tactical Recommaissance Group

8 Hay 1945

To: Commanding General, Far Sast Air Forces (P), APO 925. Att: 25 of S, A-2. (Through Channels)

#### PIRAL HISSION HEFORT

- 4. 128-0-1-5. Sq Mission No. 223, 8 May 1965, 110th Fac Ron Sq, 71st Tec Ron Sp, two F-6's.
- B. W2 11.
- c. TO 0615/L TOF 0630-0830/L TL 0900/L Attitude 7000 ft. to minimum.
- D. Mission 50% incompleted due to weather.
- E, thru IL Mil.
- L. Boute: VR 1.

Well used dirt single lame leading South onto heavily timber covered ridge from Highway #5 at 16 deg 10 min H-121 deg 25 min S.

Two-lame road from ARITAO (16 deg 18 min H-121 deg 02 min 8) -PINOE LAME-SALIMAS-PINAYAG (16 deg 26 min H-120 deg 58 min 8) is in
good shape and appears to be well used.

- J. CASAMAS VALLEY: ( 9/10 from deck to 1000 ft. CARABALLO MOURTAINS: 7/10 to 9/10 from 1000 to 8000 ft.
- E. Pilote: O'Seil, Strait.
- H1.

COEFIDERTIAL

# COEFIDIETIAL

110TH TACTICAL RECORNAIS ANCE SQUADRON 71st Tactical Recommaissance Group APO 70

8 Hay 1945

20: Commanding General, Far Sast Mr Forces (P), 400 925. Att: 40 of S, A-2. (Through Channels).

#### FINAL MISSION REPORT

- A. 128-6-2-8.
  Sq Mission No. 224, 8 May 1945, 110th Tac Non Sq. 71st Tac Non Sp, two F-6's.
- B. Vi /2.
- G. TO 0620/1. TOT 0645-0835/1. Th 0905/1. Altitude 3000 ft. to minimum.
- D. Mission 60% incomplete due to weather.

Two individual strafing passes on 6 % 12 ft. rack of U/I shiny metal material in town at 18 deg 09 min M-121 deg 55 min s resulted in small column of smake.

On North bank of small lateral streem emptying into CAGAYAN RIVER at 17 deg Ol min B-121 deg 51 min E was stank of 15 ft. logs. Two individual strafing passes resulted in setting stank on fire.

- E. thru F. M1.
- G. One round of medium narrowly missing plane at 600 ft. from position Mast of TUGURDANAO (17 deg 37 min H-121 deg 14 min H).
- H. B1.
- L Route: VR /2.

4 carebao drawing Eastbound oxcert with six Filipinos in center of FERRELECA (17 deg 37 min 3-121 deg 47 min 5). Filipinos waved as planes went by.

- J. CAGAYAN VALLEY: Wast of river 9/10 based at 100 ft. Western CARABALLO MTES: Scattered clouds on tops of mountains.
- K. Pilots: Almlov, Mrugal.
- L. X .50 cal.

COMPIDENTIAL

# CONFIDENTIAL

110TH TACTIC A. RECOMMAISSANCE SQUARROW 71st Tactical Recommaissance Group APC 70

8 May 1945

20: Commanding Converse, For East Mir Porces (F), 200 925.
Att: 20 of S, 3-2. (Through Chamels)

#### FINAL MISSION REPORT

- A. 128-C-6-3.
  Sq Mission No. 225, 8 May 1945, 110th Tee Ron Sq, 71st Tee Ron Sp, take F-6's.
- B. VR #3.
- C. TO 0630/I. TOT 0650-0850/L. TL 0915/L. Altitude minimum.
- D. h individual strafing passes on 20 X h0 ft. nips-type cascuflaged building in clump of trees at one mile South of FAFTAD (18 deg 15 min 8-121 deg h9 min 8) resulted in small column of smoke as planes left area.

2 individual strafing passes on two small mips-type shacks at 18 deg 06 min N--121 deg 10 min N with results unobserved.

- l individual strafing pass on omnouflaged tin-roofed shadk at BUNGALO (16 deg 37 min N-121 deg 16 min E) with results unobserved.
- S, thru H, Mil.
- L Houter VR #3.

Town of Jungabo (17 deg 06 min B-122 deg 26 min B) no sighting of any activity or personnel. In area between Jungabo and Palakan were many small buts occupied by Fil Pinos who waved to planes.

Palakan Bai from mouth of Palakan RIVER to 17 deg 13 min B-122 deg 25 min B and DIVILBAN BAI from 17 deg 25 min B-122 deg 21 min B to 17 deg 25 min B-122 deg 15 min B, see estimated h5 or more nipe-type lean to's. Observed cocking fires from several. At 17 deg 22 min B-122 deg 15 min E observed two FillPino men and one FillPino menan helding beby.

- J. East coast: 10/10 overcast at 5000 ft.
  GASAYAF VALET: 9/10 to 10/10 from 300 ft. to 2500 ft.
- K. Pilots: Harmond, Syams.
- L. X .50 cal.

CONFIDENTIAL

#### CONFIDENTIAL

# 71st factical Reconstistance Group

8 New 1945

TO: Commending General, For East Mr Forces (F), #0 925.
Att: #0 of 3, A-2. (Through Channels)

# PINAL MISSION REPORT

- A. 128-C-9-E, So Mission No 226, 110th Tac Ren Sq. 71st Tac Ren Sp. 8 May 1945, eight F-6's.
- B. Somb and strafe as directed by MONBIS.
- c. TO 0940/1 TOT 1100-1120/1 TL 1240/1 Alt. 5000 ft. to minimum.
- B. Primary closed by WA so attacked PATINO (18 deg 15 min N-121 deg 40 min N).

  Bombing results excellent with 16 bombs in target area destroying 3 frame buildings. 24 individual straff g passes on buildings and on all possible bivouse area in tree clumps adjacent to town, results unobserved.
- E. though H. Hi.
- L. Route: Base BALSTE PASS PATTAD return direct.

In swamp at 18 deg 17 min B-121 deg 16 min B observed grass laid down where P-17 had bellied in. Flame had not burned and seemed to be intact. Wings had been camouflaged with grass and reeds. Appeared to be an old orash. No t rail signs or other activity observed in vicinity.

- J. WX: CARABALLO and BALTE PARS 10/10 to 2000 to 6000 ft.

  CARAY AN VALLEY west of river 6/10 at 2000 to 6000 ft.

  Sast of river
  2/10 at 2000 ft.

  North of TUGUECARAO, CANU.
- N. Dean, Moykka, Mabor, Spensor, Moland, Wisenson, Brattoli and Archanbeault.
- L. 16 X 500 lb. inst. demos.

6100 X .50 cal.

CONFIDENTIAL

# COMPIDENTIAL

110TH TACTICAL RECOMMANDS SQUARES 71st Tactical Recommissance Group APO 70

9 May 1945

TO: Commanding General, Far Sast Mir Porces (P), 20 925. Att: 20 of S, 4-2. (Through Charmels)

FIRM MISSION REPORT

- A. 129-0-5-8. Sq Mission No. 227, 9 May 1945, 110th Tac Son Sq, 71st Tac Son Op, two F-6's.
- B. VR 11.
- C. TO 0720/L TOT 0750-0910/L TL 1010/L Attitude minimum.
- Mission 50% incomplete due to weather. Mission 50% incomplete due to weather.
  6 individual strofing passes on defense installations of trenches and possible gum positions in vicinity of 16 deg 74 min 3-120 dog 16 min 2 4 individual strefing passes on buildings in team of Archael (16 deg 79 chearved results as flight left area.
  6 individual strafing passes on clumps of trees on each side of by mest bank guerrilla arrow, with small column of smoke only observed results. L individual strafing passes on 6 16 type truck stalled in middle of CANANAN RIVER, facing Mest and mid way across river at 17 deg 27 min Name of the control of the contro
- E. thru H. Mi.
- L. Route: VR 1. Chserved guerrilla forces crossing Casaras at 17 deg 22 min R-121 degrees by min S. Apperently no opposition to crossing. Bridge at 16 deg 13 min 30 sec 2-121 deg 10 min 00 sec 5. seemed to have flooring removed from one end.
- J. CARABALO MTO: BAGUID North to 16 deg 15 min M., CAFU with few scattered clouds. Borth of 16 deg 15 min H to vicinity of CHEO RIVER 10/10 from montain tops to 10,000 ft.

  CARATAN VALUE: AT ARI to TUTURGAMAD 1000 ft. ociling relaing to 1000 ft. at TUTURGAMAD, 1500 ft. thick, 10/10. TUTURGAMAD to GLAGAN 5/10, thin at 1900 ft. South from GLAGAN, built up to 10/10 and ociling at 1000 ft.
- E. Pilots: Ereiger, Kelser.
  - L. 1900 X . 50 cal.

COMPIDENTIAL

# CONFIDENTIAL

110TH TACTICAL RECOGNALISANCE SQUADRON
71st Tactical Recognaissance Group
400 70

9 New 1945

TO: Commanding General, For East Mr Foress (P), 20 925.
Att: ED of S, 4-2. (Through Channels)

#### FIRE. MISSION REPORT

- A. 129-6-8. 3q Mission No. 228, 110th Tee Ron 3q, 71st Tee Ren 3p, 9 May 1345, two 7-6's.
- B. VR /2.
- C. TO 0700/L. TOT 0730-0930/L. Th 1000/L. Altitude minimen.
- B. Hissian 50% incomplete due to weather.

6 individual strafing passes on buildings in town of APUSAN (16 deg 39 min 8-120 deg 47 min 8) resulted in fire in 10 % 15 ft. tim-roof building with block macks which changed to brownish color, and burning small frame building about 10 % 10 ft.
6 individual strafing passes on for holes, transhes, and omnouflaged positions on top of small hill 150 yeards West of Highway at 16 deg 36 min 8-120 deg 45 min 8 with results unobserved.
7 individual strafing passes on what was bulieved to be a compuflaged truck under patch of ground fog at hairpin turn on highway 3/4 mile North of WUSAN (16 deg 39 min 8-120 deg 47 min 8) with results unobserved due to cloud.
7 individual strafing passes on small groon truck parked under tree at 16 deg 45 min 8-120 deg 48 min 8 obtained hits but no fires.

- E. thru H. Mil.
- L. Soute: Vi 12 as far North as TUBUSGARAD.

Shout 25 Filipino dressed individuals, two women, on highway 1/4 mile Borth of FADO (16 deg 52 min N-121 deg 47 min S). Some carried large bundles on backs. Second to be going both NW and SN. Five miles NW of this group was a second group of six or eight men bathing in river adjacent to read.

All bridges out on read from GUBERO (16 deg 50 min 8-121 deg 19 min 8) Northwest to CHRVANTSS.

- J. CARABALLO MIS: BAGGIO North to 16 deg 45 min M., CAVE with few scattered clouds. North of 16 deg 45 min M to vicinity of CARGO RIVER 10/10 from mountain tops to 10,000 ft.

  CARABA VALLEY: APPERI to THOUSEARAD, 100 ft. coiling raising to 1000 ft. at THOUSEARAD, 1500 ft. thick, 10/10. THOUSEARAD to ILAGAM 5/10, thin at 1500 ft. South from ILAGAM, built up to 10/10 and ceiling at 100 ft.
- E. Pilots: Hamond, Koykke.
- L. 2200 I .50 cal.

COMPIDENTIAL

# CONFIDERTIAL

11078 Tablical Reconseissance Group

9 May 1945

TO: Commanding General, Fer Mest Mir Forces (P), Mr 925.
Abt: At of 3, 4-2. (Durough Chemnels)

FIRE EL SIGN REPORT

- A. 129-0-13-8.
  So Mission No. 229, 9 May 1945, 110th Tac Ron Sq. 71st Tac Ron Sp. oight F-6's.
- B. Bomb and strafe Lablins (16 dag ja min 3-120 dag hý min 5). Secondary: La TURRE (16 dag jo min 3-121 dag 05 min 5).
- C. 10 0900/L 107 0920-1030/L IL 1100/L Attitude 8000 ft. to minimum.
  One SEAFU with mechanical trouble at 0920/L.
  D. Mission completed.

On order of Markey 5 attacked town of BOOCAN (8h1.8-2010.2. Sheet 5251-1, along river at 16 deg 52 min 8-120 deg 52 min 8 where 300 dips were located. Bombing results excellent. It bombs and 33 individual straing passes concentrated in terget eres with only observed results the sileneing of small arms fire on North edge of town.

- E. thru F. Hil.
- G. Slight, small arms, inaccurate at minimum altitude from clump of trees North of SOCAN at 16 deg 52 min 8-120 deg 59 min 8.
- H. 181.
- I. Route: Base to LUNA to target, return direct.
- J. West coast, CAVU. Mountains East of LUMA scattered cumulus, 5/10 from me mtsin tops to lu,000 ft.
- i. Pilots: Pritts, Grædord, Briggs, Moreland, Fegerland, Gooch, Withes, Mye.

Filot of SMAPU jettizoned borbs but ground observers on field sew what was believed to be bomb fall from plane while several miles of field.

L. 14 X 250 lb. freg bombs in target area.

1 X 250 lb. freg bomb jettisoned safe at sea.

1 X 250 lb. freg bomb hung and fell unobserved SN of field. 6300 X . 50 cal.

CONFIDENTIAL

# OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECOMMENSANCE SQUARROW 71st Teotical Recommensance Group APO 70

9 May 1945

TO: Commanding Conoral, Far Sest Mr Forces (P), Art 925.
Att: NO of S, A-2. (Through Channels)

#### FIRE MISSION REPORT

- A. 129-0-13-8. So Mission No. 230, 9 May 1945, 110th Tec Ron Sq. 71st Tac Ron Sp. oight F-6's.
- B. Bomb and strefe CASCAY (17 deg 57 min H-121 deg 14 min E).
- c. 10 1250/1. TOT 14:5-14:30/1. Th. 1510/1. Attitude 7000 ft. to minimam.
- D. Mission completed. Boshing excellent. 16 boshs in target area with no observed results. 56 individual strafing passes on target area resulted in fires in 9 buildings. One fire resulted in a flash of yallow snoke to 100 ft. which later turned black. Strike photos taken.
- E. thru G. Mil.
- H. Yes, obliques of strike results at 11:30/1.
- L. Route: Direct.

Expensive dug in positions, for holes and tranches in eres around bend of road 5000 yards East of mid point of M-S TUGUEGANAD runway.

form earnes PIREAREMENT RIVER from town of TUSUSDERED was completely after with smoke to 5000 ft.

- J. CARABALLO MTS: 10/10 cumulus from mountains to 20,000 ft. CAGATAN VALLET: 2/10 between 3000 and 12,000 ft.
- K. Pilots: Peterson, Eaufinen, Hough, Snyder, Regan, Lasson, Johnson, Upton. School building indicated as gaseline dump was supty building without sides. Area marked as gaseline stores under trees was also empty.
- L. 16 X 500 1b. last. demo bombe dropped on target. 8500 X .50 cal.

OPERATIONAL PRIORITY SECRET

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#### COMPIDENTIAL

110TE TECTICAL ESCORNAIS ANCE SQUARROR . 71st Tectical Recognisions of Group

10 May 1945

No. Commanding General, Far Bast Air Forces (P), 20 925. Att: AU of S, 3-2. (Through Channels)

PINA MIS ION REPORT

- s. 130-C-9-E, Sq Mission No 251, 110th fee Sen Sq, 71st fee Sen Sp, 10 May 1945, 12 F-6\*s.
- 8. South and strafe area north of abors FLACE at 16 deg 30 min 9-120 deg bit min 8, as directed by BOOTELEGE.
- 6. TO 0710/1 TOT 0730-0830/1 Th 0910/1 At. 9000 ft. to minimum.
- D. Mission occuleted and bombing results excellent.

  24 bombs in smake marked target area and 53 individual strafing passes on smake marked area with small fire only observed results.
- B. through H. Mil.
- L. Route: Direct.
- J. Meather: La route and over target, CAVU.
- E. Holand, Stehison, Almlov, Vosgeli, Brotholi, Conners, Ogle, Missman, Suber, Swass, O'Seill and Turner.
- L. 2h X 260 lbs. frag bombs

X .50 cal.

COMPIDENTIAL

0 3 9 5

# OF BRAIL AND PRIORITY DOORS

11078 TADTIC & RECORDAIS AND S QUADRANT That Tactical Recommensation Group AFO 70

10 Hay 1945

To: Commensing General, For Seat Air Forces (F), AFO 925. Att: AD of S. A-C. (Durough Charmels)

#### PINE MISSION REPORT

- A. 170-6-0-8.

  Sq Mission No. 232, 10 May 1955, 110th Tac Ren Sq, 71st Tac Ren Sp, four K-6's.
- Area cover for B-25 strike on XARI, FORMOSA (25 deg 07 min H-120 deg 10 min B).
- c. 10 0510/1. TOT 1135-1240/1. 11 1540/1. Attitude 9000 ft.
- D. Mission completed.
- R. thru H. Hil.
- L. Route: Direct.

S ressels in Face Ramber (22 deg 37 min N-120 deg 16 min N). 7 seemed to be seriously damaged but one large two stack, two deck welled freighter on invide of mouth of harbor a passed to be serviceable. Sighting from 8000 ft. about one mile empy.

h large barges anchored off shore of NTWYS-Sch ISLAND (22 dag 20 min B-120 dag 21 min B) on West shore WW of light house.

8-25's, KITEMA flight, did excellent job with black scoke to 5000 ft. from werehouse, big billows of yellow-brown smoke to 1000 ft. from two-stacked factory, one werehouses. One row of warehouses formed solid wall of flame for 250 yards. Started unestimated number of fires in small buildings South of EASI. One large red brick building in center of town disintegrated after bomb hit.

- L. Ma routes Off DAN FERRANDO, large thunder head lying off shore. From M. tip LOBON to S. PORNOSA, scattered cusulus layered from 1000 to 9000 ft. Over target: GAFU. 10/10 evereast 1000 to 6000 ft. on Western slope of PORNOSA MOUNTAINS.

  On return: Unchanged South to RABUYAN ICLANDS, 10/10 from deck to 30,000 ft. with rain South to LADAG.
- I. Filots: Archuleta, Rule, Bean, Lewis.

ARSERED CATSTAL did excellent job in bringing flight through weather off North LUZON.

AITHM arrived at target area at 126/1. BARGER flight had not arrived at 126/1 when fighters left target.

L. Nil.

OPERATIONAL PRIORITY SHORET

OPERATIONAL PRIORITY AS RET

110TH TACTION, RECORRAISSANCE STUMBERS TO THE TROTICAL RECORDARDS NEW Group

10 May 1915

TO: Commanding Comeral, Fer Sest Air Forces (F), APO 925.
Att: N of S, A-2. (Through Channels)

FIRM MISSION REPORT

- A. 130-0-7-8, Sq Mission No 25%, 110th Was Ron Sq. 71st Tec Sen Sp. 10 May 1745, two 3-6'z.
- B. VR # 2 & 1.
- C. TO 1300/I TL 1100/I
- D. through L. Mission incomplete due to failure of oxygen system.

OPERATIONAL PRIORITY SHORET

### CPSRATIONAL PCIONITY ADDREST

71st Tactical Recognalisance Group

10 Hay 1945

No. Commending General, Far Sect Air Forces (F), APC 925.
About No of S, L-2. (Through Channels)

FIFAL MISSION REPORT

- 4. 130-6-6. 3q Mission No. 234, 10 May 1945, 110th les Ron Sq, 71st Tes Ron Qp, two S-6's.
- B. VR 11.
- 0. 10 1350/L. E. 1150/L. Altitude 20,000 ft. to minimum.
- B.--L. Mission incomplete due to weather. Solid cumilus from deck to 20,000 and 50,000 ft. over Canadallo Mountains and North and Bast as fer as could be seen. North LUGATER VALEY: Small cumulus clouds 1,10 from 5700 to 6500 ft.

GPERATIONAL PRIORITY SECRET

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CPERACTORAL PRICEITY OF BUT

110TH TATISE, RECORRAISDANCE SQUADEDR 71st Faction Recordings for TO

11 May 1945

TG: Germanding General, Far East Mr Forces (1), 20 725. Act : 20 of 8, 2-2. (Parcegh Channels)

FINAL MISSION ROPORT

- A. 131-C-8-2, by Mission No 255, 110th Zee Bon Sq. 71st Two Non Sp. 11 May 1945, two F- 's.
- B. VI # 1.
- c. 70 0610/1 707 0625-0900/1 & 10h0/1 dt. minimum
- U. Miss on com leved.

5 individual strafing passes on h ft. high, h by 12 ft. concelleged shalter revealed by smoke from cooking fire on west side of highway at 16 day 10 min 3-120 day 17 min 5, resulted in smallest consentration of him but no observed results.

h individual strating passes on largest building at see mill at 16 deg

2 individual straing passes on area of bidden trucks 200 yards merth of order roads (16 deg 50 min #-120 deg 19 min B) with results unobserved.

One individual strading pass on previously located flak positions in charokyard at BONYOU (17 deg 06 min 3-120 deg 98 min 2) with results unobserved.

10 individual strafing passes on alway of woods indicated as target by guerills panels in violately of BONNO with results unbecover.

- N. through H. Mil.
- I. Routes Vi / 1.

In vicinity of cross roads at 16 deg 90 min N-120 deg 19 min N. 500 yards No on SUBARO road was computinged vehicle parked slongaids road.

190 yards %5 of cross road were bee essentlaged vehicles.

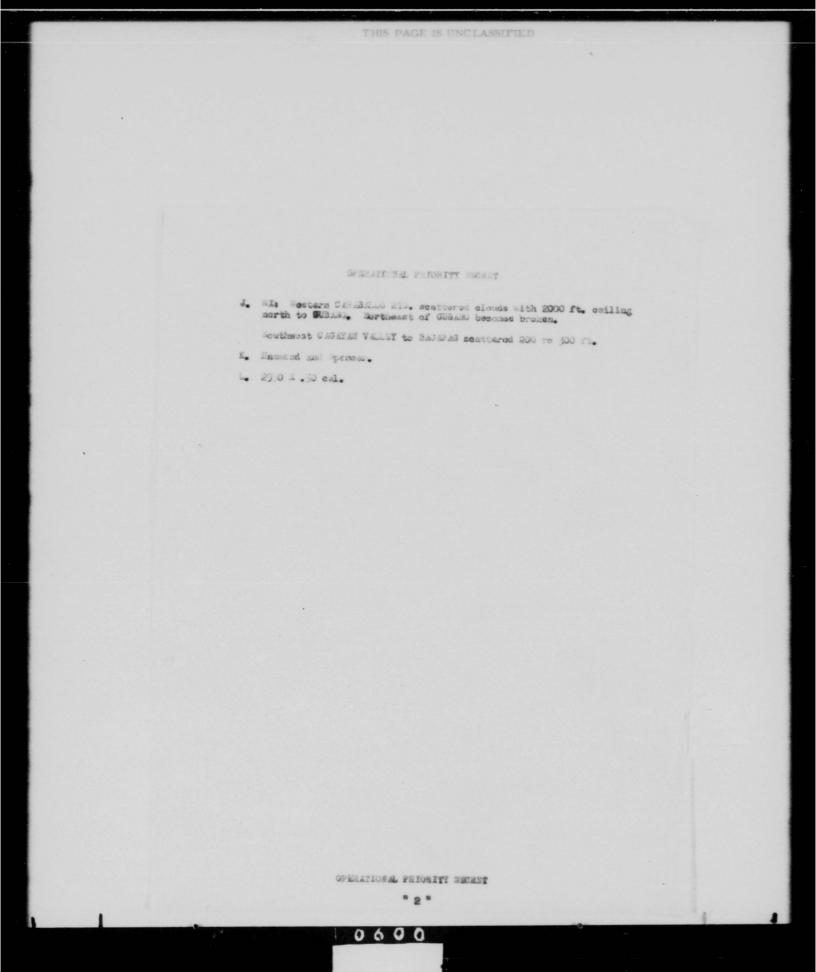
i mile a of cross reads where small laboral ross forked off were two more assouflaged vahiales.

Could not attack these vehicles one to low coiling and terrain.

Dag in positions on all high ground communiting road between rest house at 16 deg 52 min 3-120 deg 54 min 8 and FARE AT (16 deg 34 min 3-120 deg 14 min 5).

O BRATIONAL PRIORITY SECRET

"1"



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS UNCLASSIFIED Consider Street South 71st Zeoile: | Coccrainment Greup 11 May 1 M.5 We Commanding Command. For Sort Ar Ference (F), EC 95%. Att 10 of S. Sec. (Drough Charmale) Place all like and at 131 world, of Massion to 156, 11 th fee sen of That fee san of, - Aug 20 0245/4 201 02/5-0000/1 & 02/5/1 at 10,000 ft. to minimum Similar poplated. wought . His. Tan, verticals and chilippen of the NUM & Call IS at 2010/1 & 0900/1. mente: Fi . 2. To experienced hopees around to ease in term of the total (17 deg 37 min to let dog by min ale town of an own (18 deg 1/2 min 8-121 deg 28 min 8) ben or twolve new min. type hats. Any feedboles or tresches not visible due to water ever much of area. Several verse filled beles which may here been curaber multime or possibly gas positions. Mid not see may bere wire around town. MAIN ward strip to service able. from of the 10 (10 dog 27 min Selfit day be min 5) has now mines type bute with corrugated the roofs over many. We sign of any inhabitents. 4. 9/10 overcest 9000 ft. top over western Galabillo Hit. CARRIES TO AST from AFFIRST south 9/10 reall slouds besed at 1000 ft. to 16 dag is nin B, south of this to his. S. O'Baill and Jeans. . Mil. WARMING TRIUDITY SMART 0601

OF ECCULORAL PRIDARTY ASSERT

71st Taction Assonanteeanse Group

31 Hay 1945

No. Communing General, For Sest Mr Forces (F), NO 78.

FIRM, MI . IUS REP RT

- A. 131-6-10-4, by Mission So 237, 110th Tee Man Sq. That Tee Men Sq. 11 May 1945, two F-6's.
- B. VR / 5.
- 0. TO 0610/1 TOT 0590-0900/1 TL 0990/1 Alt. minimum
- D. Mission empleted.
- E. through H. Mil.
- L Houtes VR 9 3.

All Pacific coast north of 16 deg 30 min 8 were clusters of 3 to 4 mips type lean-co's faming inland. Few were yealow with age but at least helf were new and still green. Observed one or more every half mile. Observed less non, very soldes any wence present.

1-30 belied in on beach at 16 day 50 min 5-122 day 36 min 5. Did not appear to be a recent crash for send was weeked up around engine noeellos. Georgy was open and cook pit amity. Only markings observed, spinners seemed to be silver color with red strips around base of epinners.

12 Filipino dresced individuals on bosch at DJORA (18 deg 27 min H-182 deg 08 min E). Fid not take cover as planes especied.

All bridges in and road is serviceable from 5. TECHTE (10 deg 28 min 5-122 dag 10 min 5) to 8.60% (18 deg 16 min 8-121 dag 14 min 8), (where recool left road).

form of LACUM (17 dag 12 min 8-121 dag 51 min 8) had for holes, L shaped transhos next to house in town.

- 2. CARABALLO NEW. 10/10 cumulus et 8000 ft., 3/10 strateform at 12,000 ft. Pacific coast, CAFO but cumulus off shore built up to 12,000 ft. CARAT AN VARIAT, 9/10 from deck to 1900 ft. tops.
- B. brohasboault and Kauffasa.
- L. M1.

Greational Patority Secret

C. MATIONAL PRIORITY SECRET

110TH TABLE A RECORDADE AND AUTOM 71st Factical Esconneiseance Group 420 70

11 May 1945

10: Commending General, For Sast Mr Forces (7), 200 925.

FIRE MISSION REPORT

- A. 131-C-4-8, & Mission No 238, 110th Tac Ren by, 71st Tac Ren Op, 11 May 1965, 11 Feb.s.
- 8. 3 mb and strafe BALSIN PASS area as directed by ZOMBIR.
- 0. 10 0845/1 107 0930-1020/1 th 1045/1 Alt. 8000 ft. to minimum.
  One SHAFU, mechanical brouble at 1000/1.
- D. Mission completed.
  - 20 banks on target designated by sauke on ridge top at 16 deg 08 min % 120 deg 58 min % (880.0 1952.7 Short 3359-II) with results unobserved to strafing as weather closed in immediately after bombing.
- & through & III.
- L. Route: Direct.
- J. His BALRIE FARE LAO from ridge tops to 1500 ft. Reining over BARNIO.
- K. Fritte, Kaiser, Strait, Moreland, Twiggs, Kreiger, Granford, Goods, Fagerland, Sithes and Moykka.
- L. 20 % 250 lb. frag inst. bombs on target area.

  2 % 250 lb. frag inst. bombs jettisomed in bey by SHAFU.

  No strafing.

OF BRAYLORAL PRIORITY SECRET

#### OPERATIONAL PRIORITY SUCREY

71st Tactical Recommissance Group

11 May 1945

To: Commanding General, For Mast Air Forces (F), 90 925. Att: AD of , 1-2. (Through Channels)

FIRM MISSION ADPORT

- A. 131-6-7-H, & Mission No 239, 110th Teo Ron Sq. 71st Teo Ron Sp. 11 May 1345, 12 F-6's.
- B. Repain boobing of LANG (18 dag 03 min 5-121 dag 14 min 5).
- 0. 70 1430/1 10T 1515/1-1545/1 Th 1630/1 Alt. minimum.
  One of AFU mochanical trouble lended at 1450/1.
- D. Mission completed. Pringry closed by weather so attacked positions in available (17 deg 37 min 3-121 deg 1/2 min 3) as suggested by NEPRES 4.

22 depair bonds in area north of town of TUSUSSER resulted in two columns of billowing white whole to 250 ft.

One individual strafleg pass to indicate target area for rest of flight.

- B. through G. Hil.
- H. Obliques of strike at TUGORGERS) at 1550/1.
- L. Roube: Direct.
- J. CARABANA Mts., seathered cumulus from mt. tops to 12000 ft.

  9/10 layer of stratus based at 11,000 ft. extending over all of northern
  LUZON. From TOGURGARAD morth was block rain storm from deck to 12000 ft.
  Five miles couth was another such storm extending to southern and of
  valley.
- L. Regen, Lawson, Johnson, Conners, Brettell, Hissman, Ogle, Upton, Amley, Voegeli, Snyder and Stehsion.
- L. 22 X 75 gal. aspelm bombs on FDOUSCARM.

2 % 75 gal. nepalm bombs jettisoned in bay.

X . 90 cal.

#### OPERATIONAL PRIORITY SHORET

71st Testical Accommissance Group

12 May 1945

20: Cormanding General, Fer East Air Forces (P), 20 925. Att: AD of 3, 2-2. (Through Channels)

FINAL MISSION REPORT

- A. 1:2-0-3, a Mission No 210, 110th Tee Son og, 71st Teo Son Sp, 12
- B. Bob and strafe BANTA PASS as directed by Z.MolE.
- C. TO 0025/L. TOT 0050-1030/L. Th. 1125/L. Altitude 9000-8000 Ft.
- D. Mission completed. On direction of 200818 bombed worded ravine South of SANTA FE 116 deg 10 min M-120 deg 56 min E) (876.3-1951.4, Sheet 3359-11) with excellent bombing results. 32 bombs within 50 yard radius of suche marked target and one individual strafing pass with results unobserved.
- E. Giru H. Ell.
- L. Moute: Direct.
- J. CALABRAGO MIS. and torgot area: 5/10 cumulus clouds, tops at 9000 ft., base at 5000 ft.
- K. Pilots: Molend, Archamberult, Ogle, Conners, Regan, Wisaman, Johnson, Upton, Peterson, Rrugel, Nough, Vocgeli, Fagerland, Gooch, Suber, Sage.
- L. 32 X 500 lb. inst. done bombs dropped on target. 200 X .50 cal.

OPERATIONAL PRIORITY SECRET

# OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECORDAISSANCE SQUARROR 71st Tactical Recommeissance Group

13 Hay 1945

20: Gammanding General, Far East Air Forces (F), AFO 925. Att: A of S, A-2. (Through Channels)

# FINE. MISSION REPORT

- 133-0-1-8. Sq Mission No. 261, 15 May 1365, 110th Tac Ren Sq. 71st Tac Ren Sp, two F-6's.
- B. W 1.
- c. 20 0615/1, 207 0630/1-0915/1, T. 0930/1. Attitude 500 ft. to minimum.
- D. Mission 60% incomplete due to weather.
- E, thru E, Mil.
- L. Route: VR # 1.

On Highway #11 at 16 deg 43 min H-120 deg 16 min E was unconourlaged 6 I 6 truck parked on edge of road facing South. Loading undetermined due to cover on truck body. We attack due to terrain.

TUQUES AND, Borth, has B-W running repaired and serviceable.

Now rig-mag trenches have been constructed along banks of CASAYAN RIVER South of THOUSEARAD (17 deg 37 min N-121 deg 40 min 8) and on banks of PINACANAMA RIVER from point East of runney intersection North along PENESLANCA ROAD for 1000 yards.

Road to PANESLANCA was muddy and water ocvered. Did not appear to have

- J. 10/10 from deck to 9000 ft. North of SONTOC, over CARABALO ETG. and and CAGATAN VALLEY except TUGUEGARAD to ILAGAN was five mile slet open.

  BALATE PASS, 5/10 from mountain tops to 8000 ft.
- L. Pilets: O'Reill, Crewford.
- L. Mil.

OPERATIONAL PRIORITY SECRET

#### OPERATIONAL PRICEITY SECRET

#### 110TH TACTICAL RECORDAISSANCE SQUADRON 71st Tectical Reconnaissance Group APO 70

13 May 1945

To: Commanding General, Far Rest Air Forces (P), 200 925. Att: AC of S, A-2. (Through Channels)

# FIRM MISSION REPORT

- A. 133-G-2-N. Sq Nission No. 242, 13 May 1945, 110th Tac Ren, 71st Tec Ron Op, one F-51, one F-6.
- B. VR # 2 and 4.
- G. 10 0615/L 101 0615-0630/L 11 0715/L Altitude 8000 ft. to minimum.
- D. Mission 10% complete due to one pilot crashing into hillside.
  - Our losses: One pilot missing in action, one F-6 destroyed.

    Reac of pilot: 2nd Lt. ROBERT J. WISSEMM, 0-2057973.

    Plane: F-6E-5 # Lb-11947 destroyed.
- E. thru H. Mil.
- L Route: VE 12.
- J. Layer of cumulus clouds about 500 to 1000 ft., and on deck at BONTOC.
- L. Pilots: Johnson, Wisomen.

Wingman called to leader a sighting of a Jap truck parked on turn of CENVANTES ROAD just off Highway #11 at 17 dag 01 min 3-120 dag 55 min 3. Leader replied that he had seen it but also see two more trucks in open area where tarrain would permit strafing. Leader than looked back and see wingman who had evidently not received message circling and strafing. On last pass fire was held too long and when it. Wisaman pulled out of strafing pass the plane mushed into trees on hillside and exploded and burned. Leader circled area for five minutes but could not see any parts of the plane. All that could be seen was fire burning in dense tree-covered area.

MORRET J. WISHMAN, 2nd Lt., 0-2057073, Missing in Action.

i. 400 % . 90 cal., est.

OPERATIONAL PRIMITY SUCRET

OPERATIONAL PRICEITY SECRET

71st Tactical Recommissance Group

13 May 1945

TO: Commanding General, Far Sest Air Forces (P), APO 925. Att: AC of S, A-2. (Through Chennels)

> MENDSONT TO FINAL MISSION REPORT

A. 133-C-2-8.
Squadron Mission No. 242, 13 May 1945, 110th Toe Ren Sq. 71st Tao Ren Sp. one P-51, one F-6.

Under paragraphs "D" and "R" change status of 2nd LT. ROBERT J. WISHAM, ASS 0-2057073 from "NISSING IN ACTION" to "NILLED IN ACTION".

READORS Squadron Orderly Room advises that this type of accident is carried as K. L.A. to conform with labout regulations.

OPERATIONAL PRIORITY SUCRET

#### OPERATIONAL PRIORITY SECRET

71 of Tactical Recommensance Group

13 May 1945

TO: Gommanding Conoral, Far Sest Mr Porces (P), 200 925.
Abt: 20 of S, 2-2. (Through Channels)

#### FIRE MISSION REPORT

- A. 133-C-1-5.
  Sq Mission No. 213, 13 May 1945, 110th Too Ren Sq, 71 ot Tao Ren Sp,
- B. Bomb and strafe BALETE PAGE area under direction of MOMBIE.
- c. 10 0915/1. TOT 1030-1055/1. Th 1145/1. Altitude 6000 ft. to minimum.
- D. Mission completed. Weather closed Balsis PASS and Casaras grea so contacted MAPRON \$1 who directed attack on Balso \$17 deg 05 min Balso deg 22 min B).

24 bombs and three individual strafing passes resulted in destroying five small nips and galvanised iron record frame buildings in 5% section of twom, one grass fire. Four direct hits on two story 30 X 100 ft. red-record building resulted in violent explosion which destroyed building and three unitish-yellow makes to 1000 ft.

- E. thru H. Ml.
- I. Routes BARE-DALLTE PAR area-Up West Coast to LUNA, to BESAD. Return: Direct.

h Mips dressed only in lein cloths taking cover North of BBSAD (17 deg 05 min 3-120 deg 22 min E) as planes approached. Also two uniformed Mips approaching town from South. Did not strafe one to low sciling.

- J. BEETZ 2458, 9/10 to 10/10 from 3000 to 7000 ft. WEST COAST, CAVE. Western foothills of Caraballo Mrs. 7/10 from hill tops to 10,000 ft. Target area: 3000 ft. ceiling.
- H. Pilots: Pritts, Kreiger, Lewis, Strait, Rule, Lewson, Meatteli, Mye, Fagorland, Goble, Smyder, Kaufframm.
- L. 24 X 500 lb. inst. done bombs dropped on target. 150 X .50 cal.

OPERATIONAL PRICEITY PECHET

# OPERATIONAL PRIORITY ASSESSE

71st Zastical Recommensures Group

13 New 1945

TO: Commanding Comoral, For Most Mr Forces (F), APO 925.
Abt: # of S, 4-2. (Drough Chamels)

#### FINE MISSION REPORT

- 4 133-0-3-5. Sq Mission Bo. Eld., 13 New 1945, 110th Teo Son Sq. 71st fee Son Sp. two F-6's.
- a. wa 12.
- 6. 10 1250/L. Th 1340/L. Altitude 14,000 ft. to minimum.
- D. Mission insemplete due to weather.
- is thru L. Mi.
- J. CARABALLO MIS: 9/10, bese varying from dack to mountain tops with tops ranging from 14,000 ft. to 24,000 ft.
- L. Pilotus Marnond, Swans.
- L. Mi.

OPERATIONAL PRIMITY SECRET

# OPERATIONAL PRIORITY CRET

110TH TAUTICAL RECONSTALS AND A SQUARRON 71st Testical Recommaissance Group APO 70

13 Hay 1945

To: Commanding General, Fer East Air Forces (P), 400 925. Att: AC of S, A-C. (Through Channels)

#### FINAL MISSION REPORT

- A. 133-C-5-E.
  Sq Mission No. 245, 13 May 1945, 110th Tee Sen Sq. 71st Tee Ren Op, two F-6's.
- B. VR /2 and 4.
- c. to 1315/1. for 1345/1-1530/1. ft. 1615/1. Attitude 3000 ft. to minimum.
- D. Mission has incomplete due to weather.
- S. thru S. M1.
- L. Route: Will and Mest half of Wi 2.

Flying on deck over DALWERI INLAND at 19 deg 06 min B-121 deg 19 min 2 surprised about fifteen horsenen, not uniformed or armed, driving hard of horses Scuth, Riders scattered in all directions and took cover in for holes in area.

Defense installations on North section of Nestern FULA ISLAND (18 deg 55 min 8-121 deg 19 min 2) badly demaged by rain. Sides of installations saved in, and filled with water. No sign of recent activity.

At 19 deg 22 min N-121 deg 29 min 3 in cove on CALATAN I LAND, we shed up on beach was doughnut-type Navy raft 5 I 8 ft. with lattice work bottom. Appeared to have been there for some time.

Jap-type lifeboat had been pulled up on bank of stream and placed better side up at 19 deg 20 min N-121 deg 31 min E on CALATAN ISLAND. No indication of the it had been placed there.

- J. CARABALO MTA: .6--7 from mountain tops to 16,000 ft. vicinity of BASUIO. North of BASUIO was 10/10. South and East of CARABALO MTS., 7/10 from mountain tops to 9000 ft. South CAGATAN VALLEY: 6/10 from 1000 ft. to 6000 ft. Borth of TUGUSCARAO, almost to dock with rain storms. BASUIAN ISLAMBS, 6/10 1500 ft. layer, visibility 6 miles due to home. West Coast, over land area closed from deck with bounderhoods and rain, tops at 16,000 ft. Shore line, broken at 14,000 ft.
- E. Pilote: Withon, Spencer.
- L. Mil.

GPERATIONS PRICEITY SECRET

#### OF HEATTON AL PRIORITY SECRET

Tist fection Recommaissance Group

16 May 1945

B: Commanding General, Par West Mir Forces (P), Art 929.
Att: ED of S, 5-2. (Through Chennels)

FIRST MIS TON HAP BY

- 4. 136-6-8, Sq Mission No 216, 110th Tac Ron Sq. 71st Tac Ron Sp, 16 Say 1365, four 7-6's.
- B. Cover B-25's over FORMOSA.
- 6. 10 0920/1 109 1105-1225/1 1 11/20/1 At. 13,000 ft.
- Wission completed but could not contect BADGER.
- E, through E. Mil.
- L. Soute: Direct as for north as 21; deg 00 min N on PORSONA.

In TAIMAN MARRON (22 deg 59 min M-120 deg 31 min 8) from 10,000 ft. at 1200/I, counted eight large freighters at mehor bunched near the mouth of the harbor. Settinated size six to eight thousand tone. So sucke observed from may of them. Appeared to be serviceable but altitude did not permit accurate determination. Setimated six to ten small 500 to 1000 ton luggers or Sugar Charles tied up at docks.

Pactorys at TAINAN were all operating and masks stacks were throwing out brown snoke.

Three motorized vehicles, one mile interval, westbound between SHESHU (23 deg by min K-120 deg by min K) and HAMA.

4. Weather out: 4/10 to 5/10 base from 1000 ft. tops at 10,000 ft.

4t target: 8/10 clouds ever mountains and along east coast up to 10,000 ft. Western plains GAYU.

Back: Smae as out.

- E. Moland, Stohison, Almley and Voegeli.
- L. M1.

OPERATIONAL PRICALTY SECRET

OF SKATIONAL PRIORITY SMARKT

#### 71st Tactical Reconnais acce Squames 71st Tactical Reconnaissance Group 8FU 70

16 May 1945

TO: Commanding General, Far East Mr Forces (P), NºO 925.

#### PINAL MISSION REPORT

- Ar 136-C-9-E, Sq Mission No 247, 110th fac Nen Sq, 71st fac Nen Sp, 16 May 1945, two F-6's.
- B. Special Photo Mission No. 611.
- c. 10 0855/1 101 0915-1015/1 1 1055/1 At. 9000 ft.
- D. Mission completed.
- E. through G. Mil.
- No. Yes, obliques of ridge east of highway # 11 at 16 deg 50 min N-120 deg 50 min E, at 0925 ITML. Obliques of CARIT SUN 16 deg 39 min N-121 deg 39 min E, at 1000 ITML.
- I. Router Bese to BORTOC AREA to GARIT AREA to Bese.

In draws about one mile south of highway 5 in vicinity of 16 deg 39 min 5-121 deg 23 min 5 were about 6 mips type berreaks buildings, 10 I 15 ft. well essoufleged but locations revealed by small lateral dirt reads leading to highway 5. These buildings dispersed with about one in each ravine.

- J. Western and southern GARABALA NTS. 8/10 cusulus from 9000 ft. to 12,600 ft. South CADATAN 5/10 strate cusulus at 2000 ft.
- M. Strait and Kaiser.
- L. M1.

OF ERATIONAL PRICEITY SECRET

# OPERATIONAL PRICRITY SECRET

71st Tectical Recommaissance Group

16 May 1945

No: Commending Comerci, For Seet Ar Forces (F), SPO 925. Att: 60 of S, 5-2. (Through Channels)

#### VINAL MISSION REPORT

- 4. 136-C-6-8, Sq Mission No 218, 110th Tao Son Sq. 71st Tao Son Sp. 16 May 1945, two F-6's.
- B. W. # 1.
- 6. TO 1300/1 TOT 1325-1145/1 TL 1515/1 At. minimum
- D. Mission 35% incomplete due to Mi.

8 individual strafing passes on wooded area 38 of center of runway at CARIT NORTH (16 deg 39 min N-121 deg 39 min B) and on emouflaged object in reversent with fire from strafing in mips shack only observed results.

- L. through H. Hil.
- L. Soutes Va # 1.

Between 17 deg 20 min N- and 17 deg 35 min N- sem estimated fifteen native type boats seemingly transporting Filipinos across CACAYAN RIVER. Bulk of traffic seemed west bound although some passenger loaded boats were east bound. All waved and appeared friendly.

Building tempory bridge beside knocked out bridge across IBW 40 RIVER at 16 deg 147 min W-121 deg 08 min E.

three small villages about two miles morth of CORDON (16 deg 39 min 3-121 deg 26 min E) were afire. Did not see snything to indicate fires were result of air attack and no personnel observed.

J. CARABALO MIS. from BARVIO to LUBULEDE 2000 ft. layer 9/10 on mountain tops. Solid overcast at 13,000 ft. over all of We w 1.

CAGAYAR VALLEY, CAVE.

- K. Hough and Mrugel.
- L. X .50 cal.

OPERATIONAL PRIORITY SECRET

THIS PAGE IS UNCLASSIFIED DE DE TELEGIAN AND TELEGRAN LIGHT TATTICAL MANORMAIN INCH SUMMON /let factical seconsissance Group 16 Lay 1945 To: Commanding Seneral, For Sest Mr Forces (P), 20 925. FIRE MINIOR REPORT A. 130-0-10-5, Sq Siesion To 20, 110th Tao Son Sq, 71st Tas Sor Sp, 16 May 176; Four F-6's. Gover mission to Publish. E. 3000/I 20 0915/1 through L Mission incomplete due to radio failure. Meather: Front from deck to 15,000 ft. on Hall line erossing Letter 178. west of Limeter Jack. John from alouds over mountains of measure Limeter Limeter 1730%. CAVE on west shore line of 1720% month of SAS FRINANCE. to the ugh L. Ml.

#### OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECORDALISANCE QUADRON 71st Tactical Reconnaissance Group 8FO 70

16 May 1915

TO: Commanding General, Far Sest Mir Forces (P), 200 925. Att: AG of 8, A-2. (Through Channels)

#### FIRSL MISSION REPORT

- 4. 136-6-7-8, 34 Massion Ho 250, 110th Tac Sen 34, 71st Tac Roz Sp. 16 May 1945, two F-6's.
- B. VR / 2 & L.
- c. W 125/1 TOT 1310-1915/1 A 1945/1 At. hoo ft. to minimum.
- D. Mission 25% incomplete due to WK.

4 individual straing passes on dap joop anked under house in northern part of BALASIN (17 deg 22 min N-121 deg 19 min N) obtained good consent-ration of fire power which must have destroyed vehicle.

4 individual straing passes on state body truck stack in forry crossing at 8.2.4.16 resulted in destroying vehicle by fire.

- B. through H. Mil.
- I. Monte: Wh # 2 and he

200 yards north of road on FUGO LALAND at 18 dog 52 min 8-121 dog 22 min 8, observed about six 3 ft. dissettral revenuents about h ft. does with 3 ft. 0.D. circular platform in bottom. Fits otherwise were unoccupied. In sense area was slit transhes and fox holes.

Bridges knocked out on highway # 5 from SATTARAN (18 deg 03 min 2-121 deg 38 min E) routh to ECHANGE (16 deg 43 min E-121 deg ho min E) have been repaired, replaced by temporary span or forded.

MAMOUR RIVER road (18 dag 02 min 5-121 dag 10 min 2) appears well used recently evidenced by muddy ruts.

trips north and west of 1000000000 (17 deg 37 min 3-121 deg 45 min 5) have been repaired and are serviceable.

Rowns on east bank of Cagaran RIVER south from TUTURGERAN were all affre. First fires were started in morth and were only amoldering ashes. Last fires in south were just burning well as planes appeared. Last town burning was Balabic (17 deg 22 min 5-121 deg 10 min 5).

OF BRATIONAL PRIORITY SECRET

"1"

OF MATICAL PRIORITY SECRET

Newly cut lumber steeked on both banks of river east of ILAGAN (17 deg OH min B-121 deg 54 min B) at knocked out bridge. Some on east bank appeared to have been fabricated into sections of bridge spans.

On highway \$ 5 at 17 deg 01 min 8-121 deg 51 min 8, 5 two whoeled carabase carts, unhitched at side of read. Road had scattered elething, bexes, bushoo cart covers stream along for several hundred yards to north. Few loose carabase in vicinity.

- J. Meather: GARABALO MES., 3/10 from dock to 8000 ft. with rainshowers. GARAFAN VALLSY, 5/10 at 5000 ft. thining out to 2/10 in southern section. South bound front over morthern islands. Scattered essules at 2000 ft.
- E. Twiggs and Oranford.
- L. 1100 X .50 cal.

OPERATIONAL PRIORITY SECRET

" 2 "

#### OPERATORAL PRIORITY SECURIT 11055 TATTAIN RECORDED AND AUGUST 71st Rectical Recorderance Group PO 70

17 Her 1945

TO: Commending General, For East Mir Forces (P), APO 925.
Abt: AC of S, A-2. (Through Chemnels)

#### FIFE, MISSION REPORT

- 4. 157-2-11-8. Sq Mission No. 251, 17 Mey 1945, 110th fee Ron Sq, 71st fee Ron Sp, four F-6's.
- B. Gover RAISBON I and PLATEATS 1h at FORMOGA.
- 6. Take off 0705/1. Time of landing 1020/1. Attitude 10-15,000 ft.
- D. Mission incomplete hus to weather.
- E thru L Mil.
- J. Along West coast of North LUZON, CAVU except for scattered cumulus at 9000 ft. Solid overcest based at 11,500 ft. North of North tip of LUZON. At 20 degrees North, ran into heavy rain showers with calling decreasing Northward to zero.
- M. Pilots: Pagerland, Good, Withee, Soyykka.
- L. 181.

OPERATIONAL PRIMATITY SECRET

COMMATIONAL PRIORITY AND BY

71st Tactical Reconneissance Group

17 May 1915

TO: Commanding General, For Meat Mr Forces (F), NO 925. Att: A of J. A-S. (Through Channels)

FIRST MISSION REPORT

- 4. 137-6-12-5, and Mission No 252, 110th Tee Bon Sq. 71st To Son Sp. 17 Bey 19hp, four F-6's.
- B. Cover PLAYMARS 14 over FORMOUT.
- c. 10 0800/1 101 10h5-1130/1 11 1h20/1 At. 8000 ft. to minimum.
- . Mission completed but could make no compact with PLAMATE In at RK.
- S. through H. Mil.
- I. Norto: Sase to 20 GOLDER GATE 370 deg, return direct.

  All main roads from west coast of FDSNOSA running east-west appear to have reed blocks at 100 yard intervals of either transhes or surface barriages.
- J. Off western LUZON, SAVS with scattered soud, north of LUZON cumulus thankerheads and rain showers lying between 30 deg 30 min S and 22 deg %.

Gver PARROSA, rain off southwest tip above 23 deg 30 min H was CAVG.

deturn, Cavo south of 21 deg 30 min 8, south of this to 19 deg 45 min 8 is mass of cumulus encountered in moving and heavy rains.

- E. Doen, dessond, Mye and meridan.
- L. M1.

OF SHATIONAL PRIORITY SECRET

THE DAME IS HART ASSISTED.

# OPSTATIONAL PRINCIPL SECRET

# 71st Teolical Recommissence Group

17 May 1945

To: Commending Comeral, For Sast Mr Forces (F), AFO 925. Att: 20 of S, A-2. (Enrough Communels).

#### FINE ME TON ASPORT

- 1. 137-6-8-8.
  Sq Mission No. 253, 17 May 1:45, 110th Tac Ren Sq, 71st Tac Ren Gp, two F-6's.
- 5. VR 13.
- C. 10 0800/L. 101 0845/1-1030/L. To 1100/L. Attitude minimum.
- D. Mission completed.
- E. thru G. Mil.
- N. Obliques of town of PALAVAN (17 deg Oh min 3-122 deg 25 min 3) at 0,00/1.
- L. Routes VR 13.

At town of Fill ANAS (17 deg Oh min S-122 deg 26 min B) sew no sign of activity or occupancy.

At 17 deg 03 min 3-121 deg 57 min 8, three large, five smell newly constructed alps shocks without stilts. No personnel sighted.

In five nile area South of 17 deg th min 8-121 deg 95 min 8 observed quantities of shaved bushee poles, mina shingles, and occasional cluster of new mina shacks. Usually about five shacks together. In all this area saw no sign of personnel.

- J. East coast of LUBER, local thunderstorms over CASIGNAN SOURD, rest CAYU. SIBERRA MARKE, 7/10 outsiles to 8000 ft. CAGATAN VALLEY, CAYU with 1/10 puffy clouds at 5000 ft. DARRE PASC, 8/10 from mountain tops to 7000 ft.
- E. Pilots: Smyder, Goble.
- L. El.

OPERATIONAL PRIORITY SECRET

OF STATIONAL PRIORITY SECRET

71st Tablical Recognalisance Group
ACO 70

17 国政 1955

FO: Commanding Comorel, Far Sast Air Forces (F), AV 925. Att: AC of 3, 5-2. (Inrough Channels)

FIRM MISSION REPORT

- A. 137-0-7-A, Sq Mission So 25h, 110th Iso Ren Sq. 71st Tac Ron Sp, 17 May 1949, two F-6's.
- B. V. # 2.
- C. TO 0845/1 TL 0945/1
- B. through L. Mission incomplete due to sechanical trouble, planes did not leave area of field.

OPERATIONAL PRIORITY SECRET

#### OFERCATIONAL PRIORITY SECRET

110TH THOTION RECOMMANDS SQUARROW That Tection Recommands and Prosp

17 May 1945

To: Commanding General, For Best Mr Forces (F), APO 929.
Att: No of S, A-2. (Through Channels)

FIRE MISSION MAPONT

- 4. 137-0-5-8, Sq Mission No 255, 110th Tee Non Sq, 71st Tee Non Sp, 17 May 1945, four F-6's.
- & Fighter sweep over FURNOSA.
- C. TO 0830/1 NOT 1030-1050/1 TL 1230/1 At. 8000 ft.

  One WAFU, landed at LADAS at 0930/1 due to mechanical trouble.
- D. Mission completed.
- E. through A. 181.
- I. Route: Sirect to MORNO A as far morth as 22 deg hy min H.

  Strip on NORMA A/D (22 deg 02 min H-120 deg h2 min B) is serviceable.

  Graters on grass strip have been filled in. Did not sight ony aircraft in revelment crees.
- J. CATT over ocean west of 10208 with light soud drifting out from foothills, over charmel north of LOZOM, CATU for first 20 miles, then thunderheads, cumulus from 1000 to 5000 ft., stratus from 10,000 to 12,000 ft. with soud between layers. Hery and scattered rain showers, Sain over western FOSMONA.
- K. Pritts, Boardson, O'Maill and Moreland.
- L. Bil.

OPERATIONAL PRIORITY SECRET

## OPERATIONAL PRIORITY SECRET

1107M TATTICAL RECORDATE SACES SQUADNON 71st Tactical Recommaissance Group

17 May 1945

N: Commanding Coneral, For Sest Air Porces (F), 20 92.

#### PISAL NIS ION REPORT

- A. 157-0-13-N. Sq Mission No 256, 110th Tec Sen Sq, 71st Tec Sen Sp, 17 Sey 1945, Four F-6's.
- B. Cover FLATMETS The over FORMOVA.
- 6. TO 0030 I TOT 1110-1155/I TL 1130/I At. 17,000 ft. to minimum
- Dission completed but sould not find PLAMMAIN at 20 GOLDEN GATE 330 deg. from FLAMMAIN but contact could not be re-established.
- 5. through F. Ml.
- G. Slight, medium and heavy, accurate at 5000 ft. from positions on TAINAN A/D (22 deg 58 min 8-120 deg 11 min 2.
- E. 511.
- I. Route: Direct to northwest tip of AMEDIA and return.
- J. As reported on 137-C-12-R.
- &. Brattoli, Comors, Ogle and Lawson.
- 1. 351.

OF ERATIONAL PRIORITY SECRET

#### OPERATIONAL PRIORITY SECRET

# 71st Tactical Recommandance Group

18 May 1945

TO: Generating General, Far Sest Mr Forces (P), Nº0 925. Abts AD of S. A-2. (Eurough Chausels)

#### FINAL MISSION REPORT

- 4. 138-0-1-8, % Histon No 257, 110th fac Non %, 71st fac Non Sp, 18 May 1345, t we F-6\*s.
- B. VR # 1.
- c. 10 0835/1 101 0900-1030/1 1L 1120/1 At. 8000 ft. to minimum
- D. Mission oom leted.
- Me through de Mile
- No. Nes, obliques of target indicator of town of VIRA (17 deg 05 min N-121 deg 36 min N), and obliques of nipe shacks at 16 deg 39 min N-121 deg 2h min N at 1025/1.
- L. Routes VR # 1.

In small cluster of houses on each side of road at 17 deg 10 min 8-121 deg 36 min 8 Filipines waved, lit smoke pot and placed arrow pointing south down road with recognition signals and 3 km. distance. Target believed to be VINA (17 deg 05 min 8-121 deg 36 min 8) had slit transhes running from house to house on morth side of town and running beneath houses. Manaysted dirt had been carefully removed but no attangs at canouflage. Transhes could not be observed smoot from minimum altitude. Saw 2 man run from tin reafed house in center of town to mile hute. Did not attack for terget was in restricted attack area.

At road junction at 17 deg oh min N-121 deg 37 min 2 was horse tied near tin roafed mips building. At forks of road was large single tree completely empireled by slit trench.

West of town of SARTISGO (16 deg h2 min 3-121 deg 35 min 3) six or eight large horses pastured in field.

From 17 dog 28 min N-121 dog 14 min S to 17 dog 10 min N-121 dog 36 min Nsem 80 to 100 Filipinos working on road and bridges. At 17 dog 18 min N122 dog 39 min S sem two old but probably serviceable stem rollers
parked on side of road. Entire road some serviceable but did not show
heavy useegs.

Heavy usuage of read between SIFU RIVER (17 deg 07 min B-121 deg 10 min E) and Massar RIVER (16 deg 39 min B-121 deg 11 min E).

- J. BACCIC north in CARABBLO MTS. scattered cumulus at 5000 to 8000 ft. High thin stratoform at 15,000 ft. CARABE VALLEY scattered cumulus at 500 ft.
- L. Strait and Boardsan.

L. 181.

#### GRANATIONAL PRIDELTY SUCRET

110TH TACTICAL RECONSTANTS AND SQUARGES 71st faction! Recommeles more Group MO 70

18 May 1945

10: Commanding General, Par Cast Mir Forces (F), APO 925.

#### FIRM, MISSION ASPORT

- A. 130-3-2-3. Sq Micrior No. 258, 18 key 1965, 110th fee Ron Sq. 71st fee Son Cp, ton R-6's.
- 3. VR 2.
- C. TO 0835/L. TOT 0850-1010/L. E. 1035/L. Altitude 2000 Pt. to minimus.
- D. Mission 30% incomplete due to mechanical trouble.

4 individual strafing passes on mips covered sheek with bridge girders used as sides, possibly M/A position accounting river crossing at 17 deg CS min H-121 deg 56 min B, obtained small wise of smoke which died out. Hits obtained on freeze building immediately South of H/G lestallation with results unobserved.

on Michael 45 at 17 day 00 min 4-121 day 52 min 3, 13 of 15 southbound Japa, arried and with pasks, took over as places appeared but two who resalted on road and shock rifles at lead recoo plane going by were killed by strefing wingom.

- 3. thru ii. 181.
- I. Routes WR /2 as far Worth es 17 deg ho min M.

Highway 411 from 16 deg 34 min 3-120 deg 14 min 3 to 16 deg 19 min 3-120 deg 19 min 8 observed four or five scentared groups of uniformed Hips taking cover at sides of read as planes appeared. Signting was from 2000 ft. so could not determine if they were aread. Fileto believed they carried packs. All groups whon first seen had been heeding forth. In same area age at least o cancuflaged fourthand trucks, parked on read. May have been leaded as cancuflaged limbs and branches were quits high above body of truck. Mid not observe any read blocks in this seetlen. No attack due to restriction.

At river crossing at 17 deg 96 min 3-121 deg 94 min 2 previously reported lumber patterened into bridge section was found to be steel girders.

- J. BASUD North in CARABALO HTS., CAVE. Solid overcast band at 16,000 fts. as far North as GUBARO, CARABAT VALLET 3/10 at 3000 ft. SIRRA HARR, cumulus, cumulus, cumulus to 25,000 and 30,000 ft.

  K. Pilotes Iniggs, Cramford.
- . 1700 I SO CONTINUE PRIMERY SHORET

## OF BRATIONAL PRIORITY DECRET

#### 110 M TECTIC A. RECONSAIS ANCE SQUARROS 71st factical Reconnelssance Group APO 70

18 liev 1945

TO: Commanding Conoral, Far Seat Mr Forces (P), 80 925. Att: 80 of 8, 8-2. (Burough Channels)

### PINAL MISSION REPORT

- A. 130-C-3-R, Sq Mission No 259, 110th Tax Ren Sq. 71st Tax Ben Sp, 16 May 1365, 11 R-6's.
- B. Samb and strafe as directed by NEFREN I. Secondary, bomb and strafe a directed by FRIIM.
- 0. 10 0935/1 707 1015-1115/1 TL 1230/1 At. 6000 Pt. to minimum
- . Masion completed.

Somb results excellent.

Under directions of Marken 4 bombed and strafed wooded areas on sides of highway # 5 vicinity of 18 deg 07 min 5-121 deg 41 min 5 where Jap troops and a high remking Jap officer were bivouceed.

21 bonbs in target area, one bonb hung and fell on west side of river without exploding. 50 individual strafing passes on ground target area with results unobserved.

- S. through E. Ell.
- L. Route: Base to LUMA to target, return direct.
- J. Coast, CAVE.

Western CARABALO MTS. 5/10 scattered cumulus up to 11,000 ft.

- H. Fagerland, Sapp, Johnson, Archusbeault, Hough, Voegeli, Kanfinan, Hrugel, Kaykira, Euber and Coble.
- L. 22 X 500 lb. inst. dance on target area. 11,400 X .50 cal.

OPERATIONAL PRIORITY SECRET

### OF EXACTORE, PRICEITY SECRET

71st Tactical Recommedistance Group

18 May 1945

To: Communication General, Per Sast Air Forces (F), APO 925.
Att: AD of 3, 5-2. (Through Channels)

#### FIRM MINGION SECRY

- is 178-2-4-4, og Mission to 260, 110th fas Rem Sq. 71st Fee Rem Sp. 18 May 1765, two 8-6's.
- B. W. . 1.
- C. TO 1300/1 TOT 1325-14:5/1 Th. 1515/1 At. minimum
- D. Mission completed.

dx individual strafing passes on direction of Safeth 4 on bashoc clumps hiding mortors and 300 Japa at 17 deg 37 min 8-121 deg 12 min 8 west of further with no observed results.

- E. through G. Hil.
- 4. Obliques of new buildings and slit trenches in western SERTIAN (16 deg 1/2 min S-121 dog 33 min E) at 11/30 IEM.
- I. South: Va & 1.
  On highway & 11 at 17 deg 2 min 8-121 deg 13 min 8 where road bridges dry stream bed there are two new mips type buildings under trees and built screes dry stream bed.

Bridges on highest # 11 from LUBURDAR (17 deg 21 min 8-121 deg 11 min 8) to Calaba are in and road is serviceable and appeared to have been freshly graded since rain.

Must colored pipe about about 15 ft. high 6 inches dismeter, with 12 inch dismeter ball on top of poles, in bamboo grove at 17 deg 37 min E-121 deg 1/2 min E.

Highway # 5 from JANTIANO (16 deg 12 min H-121 deg 33 min H) west to MIH (16 deg 26 min H-121 deg 06 min H) is in good condition.

- J. SASSIO morth through 6.83584.0 MTs. 9/10 cumulus clouds from dock to 12,000 ft. with same to 20,000 ft. with thunder stores morth to LUBUSDAR. CAMARIN VARIAT, CAMU.
- K. O'Seill and Kaiser.
- L. 2300 Z . 90 oul.

OF BRATIONAL PRICEITY SECRET

## OPERATIONAL PRIORITY SECRET

# 71st Tactical Recommendance Group FO 70

18 New 1945

TO: Commanding Comeral, For East Mr Forces (P), Art 925.
Arts M of 5, 4-2. (Through Chemnels)

## FIRAL MISSION REPORT

- As 130-0-5-6, and Mission No 261, 110th fac den and 71st fac den Sp. 18 May 1345, t wo F-6's.
- B. Vit # 2.
- c. TO 1300/1 TOT 1360-1530/1 TL 1600/1 At. 5000 ft. to minimum
- On direction of Naphen 4 made 10 individual strafing passes in banboo grove conscaling Maps and Mip morters on banks of GASAIAN RIVER at 17 deg 37 min M-121 deg hl min E, resulted in two small columns of smoke.

One individual strafing pass on radio station 1000 yards north of above with hit s but no observed results.

- H, thro gh H. Hil.
- L. Routes VR # 2.

In middle of rice paddy 1000 yards north of road at 17 deg 37 min N-121 deg 41 min E was 35 ft. pole supported by guy wires, with nipa shingles covering dug out at base of pole.

Possible strafing cable previously reported across river at 17 deg 07 min 8-121 deg 55 min 8 new has 12 ft. long pier about 20 ft. wide extending out from shore.

- J. CARABARO MT3. north of BAGUIO 7/10 to 8/10 from mountain tops to 14,000 ft. and some places to 20,000 ft. CAGAY AN VALLEY, scattered clouds in few patches but most of valley was CAVU. Rainstorm in northeast section of valley near coast.
- A. Upton and Commors.
- L. 2500 I .50 cal.

OPERATIONAL PRIORITY SCREET

OF EXATIONAL PRIMEITY SECRET

11070 TACTICAL BACONBAISSANCS ALVANCES 71st Rectical Recommensumes Group 80

18 May 1915

TO: Commanding Coneral, For Sept Mr Forces (F), ATO 925.
Att: AC of 3, A-2. (Through Charmels)

FIRM MI LOS REPORT

- 4. 138-0-12-8, an Mismion No 262, 110th Tee Rem An, 71st Ten Rom Op. 16 May 1945, two F-6's.
- B. pecial Photo Mission of MT. ONG.
- 0. 10 1330/1 101 11:00-11:30/1 15 1500/1 Att. 1:000 ft.
- D. Mission completed.
- through 4. Mil.
- Verticals and obliques of Mr. 980 (11; deg 47 min H-121 deg 10 min E) et 1500 1986.
- L. Route: Direct.
- J. Central plains 3/10 north to 5/10 in south. Cusulus base from 3000 ft.

Terrest area, 5/10 to 6/10 at 2500 ft. with heavy hase in W.S. area.

- E. Withes and Spenison.
- L. 511.

OF ERAPIONAL PRIGRITY SECRET

OPERATIONAL PRIORITY SECRET

110TH TAUTION. RECORDALISMENT SQUADEON 71st Tectical Recommaissance Group APO 70

19 May 1945

TO: Commanding General, For Sest &ir Forces (P), 200 925.

SIMAL BILLDION BAYORT

- 4 139-6-1-3. Sq Misuion Sc. 263, 19 Say 1949, 110th Tao Sen Sq. 71st Tao San Sp.
- B. VR 11
- C. TO 0600/1. TOP 0820-1015/1. To 1030/1. A titude minimum.
- D. Mission completed.
- E. thru H. Mil.
- L. Moutes W. A.

At 17 day 35 min 3-121 day 51 min 5 a telephone line crosses river running Sest and Wost. Terminals not discovered due to dense forests.

Chrone yellow bridge girders on each bank of river at destroyed bridge on highest 15 at 17 deg 16 min 8-121 deg 52 min 8.

Single engine, 3 bladed prop. Japanese plane essentiaged in grove of trees in Mi suction of Garra south A/D (16 deg 79 min Sould deg 39 min S) after and burning with white scale.

Bridge on Righmay 45 East of MATIAGO (16 dog 1/2 win E-1/21 dog 36 min E) has been hit by bomb and one lame knocked out. Other lame intect and appears serviceable for one way whicular traffic. 15 yards West of bridge bomb crater in road is being bridged by beams and lumber.

- J. CLEARER LO HITS North of BANUIC 2/10 scattered cumulus at 7000 ft.
  Southern Cadalan Vallet, 3/10 at 1000 ft. from Elected as for Borth
  as could be seen. South of Elected, Canu. Esteman bisaria and Rabuta
  h/10 cumulus at 5000 ft. and building up.
- H. Filois: Johnson, Sapp.
- L. Mil.

OPERATIONAL PRIDRITY SECRET

# OPERATIONAL PRIORITY SECRET

11012 TACTICAL RECOMMANDAMIES SQUARED IN 71st Tactical Recommissance Group APO 70

19 New 1945

20: Commanding Ceneral, For East Mr Forces (F), 200 925.
Abbs 20 of 5, 5-2. (Through Channels)

## FINAL MISSION REPORT

- 4 139-0-2-8. Sq Mission No. 264, 19 May 1949, 110th Tec Mon Sq, 71st Tec Ron Op,
- B. Wifeal.
- c. TO 0800/1. TOT 0820-1045/1. Th 1110/1. Altitude minisan.
- D. Mission completed.
- He turu F. Mil.
- 6. Slight, medium, inscourate at 1000 ft. from position at 18 deg 95 min B-121 dog 51 min 8 on C. MIGUIN INLANDS.
- 1. Obliques of airstrip and creeked up Jap place on C.R.A.M. I LAND at 19 deg 21 min 3-121 deg 21 min 5 at 0935/1, and obliques of creeked up place, mendow and track sign at 19 deg 25 min 3-121 deg 21 min 5 at 0940/1.
- L. Route: WR # 2 and 4.
  At 19 deg 22 min N-121 deg 20 min 8 overlocking ocean was 20 ft.
  disaster revotted installation with light grass or straw covered top.

Norm of Caldid (19 deg 16 min M-12) deg 20 min 3) had many fox holes, trenches, etc.

Approximately 500 yeards ET of town of DD.AT (19 deg 22 min H-121 deg 30 min B) im rocky point jutting into ocean were three large 10 ft. mouth oeves in rock, two partially swath, possibly muitable for P.T. boats. In grove next to point was column of asone as from awaking fire.

On all BABUTAN ISLANDS, small facts clearings had erops leveled. In a few fields were small fires.

In reviews in vicinity of 16 deg 50 min M-121 deg 51 min 3 cm six-seven exell columns of thick yellowish ancho from small fires. Close resco not possible due to clouds.

No dighting of any activity or hip troops reported SSN of GATTARAN (16 deg Ot min 5-121 deg 36 min 8). Sighted serviceable covered native-type cases on bank of DERICH RIVER about one mile Best of bridge. CARABALO HTS., cumulus 3/10 clouds lying in valley. BARVAN INLANDS solid evercest at 3000 ft. which lifted and broke a little as planes left. CARATAN VALLEY, spotted evercest at 1900 ft. along river about 200 ft. thick. Best clour.

E. Filote: Ogle, Lasson.

THIS DACE IS UNCLASSIBLE.

## OPERATIONAL PRIMITITY HERET

71st Tectical Accountissance Group

19 May 1945

D: Commending Semeral, For Seat Air Forces (F), NO 25.

#### FLAN BISSEN REPORT

- 4. 153-0-5-2. So Mary 19:5, 110th Teo Ron Sq. 71st Teo Ren Sp. eight F-6's.
- 6. Cobit Mon's FLACE, check with DOTR MR. Secondary: LEDA, check with STREE. Tertiany: CASMEN STREE (18 dog 2h min 5-122 dog 07 min 5).
- C. 70 0827/1. 707 1015-1035/1. Th 1112/1. Attitude 8000-3000 ft. One F-6 lended 0815/1, nechanical trouble.
- D. Mission completed.

  Because of weather BOTELEER referred click to BECAUSE to MARKE 14

  who gave as target wooded area along Highway 55 at 16 deg 07 min Now121 deg hi min 8, of bivouse area, tanks, and Jap general.

  Bombing results excellent. 12 beabs in wooded target area, 2 beabs well
  outside target area due to reak malfunction. No results observed.

  4 individual sirsfing passes during beab reas with no observed result.

HW 100 h had power failure so strafing attack was not made .

- N. thru S. Mil.
- I. Route: Base-ACOF'S PLANE-LUMA-M. CAMANAN VALLEY. Return direct.
- 4. CRABALLO HTO: curulus 3/10 clouds lying in valleys. CAMATAN VALLEY, spotted overcast at 1500 along river about 200 ft. thick. Bost clear.
- E. Pilots: Johnson, Moreland, Krieger, Granford, Sheriden, Kaufinen, Malow, Vocgeli.
- i. 14 X 500 16. inst. demo bunbs dropped on target.
  2 X 500 16. inst. demo bunbs jettleomed by JNAFU.
  X .50 cal.

OFERATIONAL PRIDARY COURT.

Test factical Recommendations Group

19 May 1965

No. Commanding General, Far Sest Air Forces (F), Arc 925. Att: A of S, A-2. (Through Channels)

## PIRAL HISTON REPORT

- A. 139-6-2. Sq Hission No. 250, 19 May 195, 110th Tee Ren Sq. 71st Tee Ren Sq. four F-6's.
- B. Orbit ADD: PLACE, check with BOTHLACE. Secondary: LOWA, check with BOTHLACE (18 deg 21 min 5-122 deg 07 min 5).
- a. 20 8930/1. Tot 1000-1030/1. 2 1120/1. Altitude 8000 ft. to mindman.
- 0. Mission o mploted.

Weather closed BOTHLAN so North directed attack on MATAN (16 deg 59 min N-120 deg 18 min E). Membry results excellent. Sight borbs in borbs thickets surrounding term and B individual strafing passes with no observed results.

- E. Ware S. Mil.
- L. Reute: Bose to hardle to LUNA. Return direct.
- J. Scattered cumulus over target oren. CARSBALO HII., breken cumulus at
- A. Pilotor Moleral, Emmond, Syens, Goods.
- L. B X 500 lb. inst demo bombs dropped on terget.

I .50 cel.

OPERATIONAL PRIGRITY SMERST

OPERATIONAL PRIORITY SECRET

71st Tectical Reconneissance Group

20 May 1945

TO: Commanding Comerni, Far Sast Air Forces (P), APO 725.
Att: AC of S, A-2. (Burough Channels)

FINAL MISSION REPORT

- i. 11.0-C-9-5, Sq Mission No 267, 110th fac Hen Sq, 71st Fac Hen Sp, 30 Hay 1945, two F-6's.
- B. special Photo of CORNULA ANNA (16 deg 11 min E-120 deg 55 min B).
- C. 10 0755/1 NT 0820-0850/1 TL 0925/1 At. 5500 ft. to 4500 ft.
- D. Mission c ompleted.
- & through G. Mil.
- He Yes, obliques of CONTENS AND (16 deg 11 min 5-120 deg 56 min 8).
  at 0630/1.
- L. Houte: Direct.
- 8. Southern CARABALLOS solid examines from 1,000 ft. to 7000 ft. vicinity Righway # 5. Over target area scattered cumulus at 1,500 ft. but building up.
- L. Muber and Sowers.
- L. 161.

OPERATIONAL PRIORITY SECRET

Grand Pales III aslast

71st Inctical Recommunication Group
APC 70

20 New 1945

The Commanding Consrel, Far Nest Mir Forces (F), ATO 925. Att: 50 of S, A-2. (Darough Charmels)

#### FIRM, MINION REPORT

- 4. 110-6-7-8.
  Sq Mission No. 268, 20 May 1965, 110th Tee Ron Sq, 71et Tee Ron Sp, twelve F-6's.
- B. Some and strain as directed by BOUTELACK. Secondary: As directed by Morney.
- 0. Take off 1015/1. TOT 1045-1100/1. TL 1130/1. Attitude 8000-6000 ft.
- D. Mission completed. Under direction of Balballa attacked wooded slope ment to display the at 16 deg 2) min 5-120 deg 39 min 2 with excellent bushing results. It bushs, according to Boothalk, on smart target desired, with me observed results. To strafing as air was filled with 3rd air Commandon waiting to attack.
- E. tiru H. 181.
- I. Routes Direct.
- J. CATO emporte. Target area, 6/10 to 8/10 from 9500 ft. base to 7000 and 3000 ft. Target closing as flight laft.
- E. Pilots: Pritts, Unton, O'Moill, Japp, Eule, Ogle, Lewis, Dayder, Regen, Sooch, Hough, Withee.
- L. 24 A 900 lb. inst. demo bombs dropped on terget. Mil X . 90 cal.

OPERATIONS, PRIORITY SECRET

THIS DACE IS HACT ASSISTED

#### OF ERATIONAL PRINCIPLY SMITH

# That feetical accommissance Group

21 Bay 1945

TO: Commanding General, For East Mr Forese (P), 200 925.

#### PINA MINATON SEPORT

- 4. 111-0-6-8, to Mission No 259, 110th Tao Son 4, 71st Teo Son Sp, 21 May 1915, 16 2-6'c.
- 8. Seek and strafe as directed by SWIMANA, according, as directed by MERNA, and tertiary, town of CARABELASUAN (122 deg 10 min 8-18 deg 20 min 1
- G. TO 1030/I TOT 1130-1200/I TL 1330/I Alt. 5000 ft. to mindmun
- D. Mission completed.
  Primary covered by clouds, could not contact April 4 2 as ordered so bombed Christian 100 (122 deg 10 min \$-10 deg 20 min \$1).

Beabing results excellent. 27 boobs in target area destroying 3 mips type buildings and 35 individual straffing pesses resulted in burning 3 large mips barracks type buildings with orange flowe and white make to 5000 ft. and also burning six challer mips type buildings. Five books hung and fold in bay.

- No through G. Mil.
- M. You, obliques after strike on town of Casassa Andre (16 deg 20 min %-122 deg 10 min B) at 1200 ITM.
- L. Mouter Race BANRIO LUMA tergot and staro direct.
- J. BASULO area 5/10 to 5/10 between 5000 and 10,000 ft. Meantain area east of LUNA 3/10 between 1000 and 3000 ft. Target area CAVA. 1/10 between 1000 and 12,000 ft.
- Peterson, Greeford, Almlow, Lexicon, Fagorland, Emilianon, Brattoli, Boardeen, Boland, Loyaka, Strait, Romers, Sheridan, Soble, Sayder and Mrugal.
- L. 32 X 500 lb. inst. demos on target area.

OF BRATIONAL PRIORITY SHORET

71st Testical Resonatesane Group

21 Eay 1945

TO. Cornerding Comment, For Sest Mr Forces (V), 20 925.
Att: # of 5, 4-2. (Through Charmele)

FIRM MISSION REPORT

- A. 181-0-3-3, Sq Mission So 270, 110th Zoo Bon Sq. 71st Tee Son Sp. 21 May 1945, two Feb's.
- B. T. 1.
- c. 10 1935/1 TV 1330-1500/1 TL 1945/1 At. 8000 ft. to minimum
- 2. Missies 15% incaplate due to weather.
- L. through O. 751.
- Coliners of town of detRAING (17 dog 29 min N-121 deg 09 min E) at 15/1 and obliques of mine buildings south of Highway 8 5 at 16 dag 39 min a121 deg 24 min E, at 1900/1.
- I. Router Wit & 1.

dridge on Figure Wh at 16 deg 18 min E-121 deg 08 min E showed no attempts at repair, Highway Wh etherwise in excellent shape as for as BOHAME (16 deg 50 min E-121 deg 01 min E) (and of westward recee). Sould from junction at 16 deg 10 min E-121 deg 10 min E to MARGOK (16 deg 18 min M-121 deg 02 min E) is in good condition and seems well used. Forth from MARGOK road is serviceable but usage undetermined.

secret small bridge northwest of BADABAS (16 deg 36 min H-121 deg 15 min E) had been repaired and is serviceable.

- J. CARABALO STS. north of MAGDIO 8/10 to 10/10 from dock to 10,000 ft. north to SOUTCE, onedern alopes and abouthills 5/10 between 5000 and 10,000 fts. Caparas Valuati, CATU.
- K. Bough and Me Allistor.
- L. H1.

OFERATIONAL PRIORITY SEMEST

#### OFERATIONAL PRICRITY SMEANT

71st Tactical Recommais and Group

21 Hay 1945

To: Commanding General, For Mest Mr Forces (P), 20 925. Att: S of S, 3-2. (Through Channels)

FIRA MISSION REPORT

- A. 1/11-C-1-E, Sq Mission No 271, 110th Tee Ren Sq. 71st Fac Ren Sp. 21 May 1745, 100 F-6's.
- B. VR | 2.
- c. 10 13/5/1 707 11:00-16:00/1 2L 16:30/1 at. 19:0 ft. to minimum
- D. Mission 10% immosplets due to weather.
- E. through H. Mil.
- L. Routes TR # 2.

Road costward from 16 deg 50 min N-121 deg 51 min 5 to vicinity of ANIPA is heavily rutted as from vehicular traffic.

50 yards east of CATTALES (18 deg Oh min 3-121 deg 30 min 3) was white paraclaste lying on ground with what seemed to be triped mounted machine gum on top of it. Throughout area sest and northeast for two or three miles were 15 to 20 were parachutes. One were bung in trees. Might or ten more parachutes north of LAL-LO (18 deg 12 min 3-121 deg 10 min 3).

- J. HX: BASSIO, BOHNEC 8/10 between deck and 11,000 ft. CASAYAN VALLEY 1/10 seattered summius.
- K. Frigos and Verrell.
- L. 131.

OFERATIONAL PRIORITY SECRET

OPERATIONAL PRICEITY JEGHT

# 71st Factical Recommandance Group

22 Hay 1945

No. Commanding General, For East Air Forces (P), RC 925.
Att: AS of S, A-2. (Burough Channels)

FIRM MISSION REPORT

- A. 11,2-C-3-B, 3g Mission No 272, 110th Fac Son Sq, 71st Fac Sen So, 22 May 1345, two F-6's.
- B. Special recen of sorth coast of LUZON.
- 0. 70 0615/1 707 0715-0815/1 Th 0845/1 Alt. 2000 ft. to minimum

  One mechanical SHAFF landed at 0520/1, changed planes and took off at 0535/1.
- 0. Mission completed.
- S. through F. Hil.
- 6. Moderate, sedium, accurato at altitude, trailing at 2000 ft. eltitude from vicinity of 40%0 (16 deg 29 min 5-120 deg 35 min 5).
- H. 311.
- I. Noute: Direct to APAUI, down sest coast to Daviddan DOUND, thence BAGABAS and base.

Mil sighting of any vessels off north or east coast of Laws.

J. North CARABALLO MTS., CAVU.

North CAGAYAN thin layer of soud at 500 ft.

Water eress, CAVE.

South CARABALLO MTS., ground fog lying in valleys and on mountain tops.

- K. Hammun and Goble.
- L. Mil.

OPERATIONAL PRIDGITY SECRET

O ERATIONAL PRIORITY SCREET

110TH TACTICAL RECORDADA STUADANT 71st Tactical Recorded States Group APO

22 Hay 1945

TO: Commanding General, For Sest Air Porces (F), APO 925.
Att: & of S, a-2. (Through Channels)

FIRM MILLION DECET

- 2. 11/2-0-1-E, Sq Mission No 273, 110th Tac Ben Sq, 71st Tac Ben Sp, 22 Bay 1945, two F-6's.
- B. VR 4 1.
- C. TO 0810/1 TOT 0925-1000/1 Th 1015/1 At. 8000 ft. to minimum
- . Mission completed.
- 3. thro gh F. Mil.
- 0. Slight, smell wras, inaccurate at 500 ft. from side of Mighway # 11 at 16 deg hl min 8-120 deg 46 min 8.
- L. Route: VR # 1.

23 to 25 new road blocks constructed of five to eight heavy logs, or dirt or stone 5 ft. high, or large concrete blocks, from 16 deg 30 min 8-120 deg 36 min 8 for four miles north on Highway # 11.

Four consuffaged services le trucks parked facing south on edge of Highway # 11 at 16 deg 35 min M-120 deg M min M-

Two parked and c ascullaged trucks, heading undetermined, on Highway at 16 deg 39 min 8-120 deg 16 min 5.

15 or 20 uniformed Mps with rifles and peaks welk ng south on Righ-way # 11 at 15 deg 11 min N-120 deg 16 mln B.

No att seks on any of above tergets due to attack restrictions.

- J. GAVU over CARABALLO MIS. South CARAYAN VALLEY 3/10 between 2000 and 2800 ft. Building up along eastern foothills where it was about 5/10
- K. Athes ami Farrell.
- L. M1.

OPERATIONAL PRIORITY SECRET

UPBLATTORAL PRIORITY SEC. T

# 71st Inotical Recommaissance Group

22 Hay 1965

TO: Commanding General, Far East Air Forces (F), 20 925. Att: ED of 3, 8-2. (Through Chammels)

FINAL MINIOR MATERY

- 4. 1 2-6-3-8, Mission No 275, 110th Tao Ren Ng, 71st Teo Ron Op, 22 Ear 1945, 11 F-6's.
- B. Bomb as firected by FARIAN.
- C. TO 0900/I TOT 0920-09/5/I TL 1000/I and 1035/I At. 10,000 ft. to 7000 ft.

Four planes landed at 1000 A. radio after and one rough angine.

D. Masien completed.

On direction of FELLS bembed wooded valley 1800 yards northwest of ARTA FE (16 deg to min 8-120 deg 57 min E).

Scabing results excellent with 22 bombs on t erget area designated by macks but with no observed results.

- a. through H. Hi.
- L. Boutes Direct.
- J. Wit BALSTE PASS area and terget area very thin layer of scattered cumulus at 6000 ft.
- R. Johnston, Boardman, Lewis, Keiser, Dean, Moreland, Johnson, Maufilmon, C'Reill, Bowers.

NOTACI. constant radio chetter jamed communications and nade contact with Fall M almost impossible.

L. 22 I 500 1b. inst. demos

Mil rds. I .50 cel.

OF SEAT SOUR PRIORITY SECRET

THE PERSON OF THE PARTY OF THE

71st Taction accommenses Group

22 Ety 1945

10: Seemen ding Second. For Scot Air Forces (r), 40 925.

FIRM BIL IDS REPORT

- 1. 1/2-C-2-8, & Mission to Mb, 110th Tee Man 4, 71st fee den 4, 22
- B. VI 2 6 4.
- 0. 30 0300/1 307 6820-1130/1 IL 1200/1 At minimum
- 3. Mission completed.
- S. through G. El.
- H. FUGO INLARD, eddiques of tremehes at 18 day 70 min 3-101 day 18 min 2 and of men working in ravine at 13 day 2 min 8-101 day 17 min 3. Time 1000/1.
- I. Mouter W. f 2 and 4.

Road from Bacanac (16 deg 36 min 3-121 deg 15 min 5) through MINGA (16 deg 50 min 3-121 deg 00 min 5) to 16 deg 16 min 5-120 deg 59 min 5 has been elegred of road blocks and appears serviceable for vehicular traffic, although all sections of road were not observed due to terrain.

On road at 16 deg 16 min H-121 deg 06 min 3 on north edge of road was rectangular emouflaged installation with dirt sides, about 8 ft. by 6 ft. by 10 ft.

on FUGA 1 d.AU all expected high ground was covered with tremches, for holes, caves and vertical thank entrances to caves, gun positions and man hole shafed installations.

One large cave on cliff top in DELPERI INLESS at 19 deg 02 min H-

One grass fire about 2 seres in extent burning on FINDN INLAND (18 deg 57 min N-121 des 10 min E).

- d. Mil Carabalio MYS., CAFO. BABUYAN ISLAMBS, CAFO. CAGAYAN VALLEY 2/10 cumulus between 2500 and 5000 ft.
- K. Ogle and Mc Allister.
- L. M1.

THIS PAGE IS UNCLASSIFIED That Region accommission areas 23 New 1965 To: Commanding Command, For Sest Mr Porose (F), NO 925. Att S of , SC. (Through Champale) VASAL MINUSES HE HT 5. 115-6-3-5, of Mission to 675, 110th the one of 71st for the op, 63 A. Josh as directed by Buckladk. C. W 1051/4 207 1115-1200/4 B 1220/4 16. 10,000 ft. 9. Histion somitwist, bushing specilant. On direction of BOOTHLAN beaked 25 ft. bridge seroes 1000 river at 16 deg 26 min 30 sec 5-120 deg 47 min 30 sec 5. An bank direct hits destroyed bridge from bank to bank and four-bank banks in ricinity of bridge. On direction of BOOTHLOG one flight bouled ridge read at AMBHAND (to dog 3) min 5-130 day h5 min 3) with excellent booking results. 8 bashs on designated torget with no observed results. B. IN the soid no obraing mecessary. a. through a. Mil. Ac-1961 Mirect. Three enell 9 by 12 ft. buildings 3000 yards southnoot of ASUNLAD burning with black cooks youring out from provious air ottask. 4. The CLFC over target. G/LO committee from monome in tops to 11,000 ft. H. Fritte, Steidson, Treen, Symme, Lough, Brusel, School, Sey, Arthrebosolt, Garners, Segorland, Varrell, Johnson and Gooth. L. 36 A 900 lb. inst. decor. The state of the state of the state of

# GPERATIONAL PRIORITY SECRET

11075 Tarrical Recommandate Applance
71st Testical Recommences Orogo

23 Lay 1915

The Commanding Compred, For Sent Mr Ference (F), 200 925. Act: 20 of 3, 4-2. (Through Chausale)

## PINA HIS 108 LOOKT

- 3. 110-6-1-5.
  30 Mission No. 277, 23 May 1915, 110th Tax Rom Sq. 71st Rec Rom Sp. two P-6's.
- B. 12 11.
- C. 20 1255/L. 207 1315-1145/L. 22 1525/L. Attitude minimum.
- D. Mission 30% incomplete due to westher.
- % thru % 1812.
- 1. Colleges of Air Swip at ANAMANAN (16 deg 17 min E-121 deg 15 min 2)

  at 11074; obliques of Michaey 35 bridge at 16 deg 12 min S-121 deg 36

  min a at 1110/1; obliques of lest liations in town or VIXA (17 deg 08
- i. Soute: Will except for Seaters CARBALLO MIS.

About 3 carabac drawn carts, load undetermined, hashing forth on read at 17 deg 05 min 3-121 deg 36 min 5. Drivers were not to be seen as plants pessed.

Three cerebas with undetermined load carried on two dragging poles approaching road junction at 17 day the min 5-121 day 37 min 5 from last. Privare took cover as planes appeared.

Banaged bridge on Highway 55 at 16 day 12 min 2-121 day 35 min 2 had planks laid laborally for vehicular traffic.

here bond craters on AMADAMA ARTOTAL at 16 deg 17 min 1-121 deg 15 min E had legs and serup material partially filling holes. Strip sould be used though arctored.

- C. Mestern C.M.AS.M. D. M. B. B. De between 1,000 and 20,000 to 30,000 ft.
- E. Pilots: Peterson, Sanffinen.
- in 1911.

GERRATIONAL PRICALLY SHERY

### OPERATIONAL PRICETTY SECRET

71st Zactical Meconneissance Group

23 May 1945

Tu: Commanding Command, For East Air Forces (F), APO 925... Act: Al of S, A-C. (Errough Commands)

#### FIRM MISSION REPORT

- A. 113-C-2-1. Sq Mission No. 278, 23 May 1915, 110th Tao Son Sq. 71st Taotical Rom Sp, two 3-6's.
- B. WR #2 and 3.
- C. 10 1255/L. TOT 1320-1145/L. IL 1935/L. Altitude minimum.
- N. Mission 30 % incomplete due to weather.
- L there G. Ell.
- E. Chliques of FALAMAN RANA and River (17 deg Ch min 5-122 deg 25 min 5) at 1375/1.
- I. Boutes WA 12 med 3.

in small valley at 17 deg 22 min M-121 deg 55 min M (ASF 620 D-II) was cluster of 20-25 new mips type hute, which was terminas of network of well used roads from Southwart, Wast and Martissatt. On first reace pass two uniformed Mips took ever. Sas 20 civilian dressed unidentified individuals, one a woman, who did not wave or take cover. Six or seven valicular tracks leading from village, terminating in heavy tember about 100 foot West of heases.

- J. SINGLE HARD RANGE: 8/10 between mountain tops and 15,000 ft.

  East Const: Seattered cumulus at 4,000 ft. but along on deck and along sourc. Otherwise as reported on Mig-Column.
- L. Pilots: Jayder, Veegli.
- L. Mil.

## OF BRATICHAL PRICRITY SECRET

#### 110TH TACTICAL RECORNAL SCANCE SAUGHRON 71st Tactical Reconnaissance Group APO 70

24 May 1945

TO: Commending General, Far East Air Forces (P), AFO 925. Att: AC of S. A-2. (Through Channels)

#### FIRST MINSION R PORT

- A. 144-C-1-E, SQ Mission No 279, 110th Tec Ron Sq. 71st Tec Ron Sp, 24 May 1945, two F-6's.
- B. VR / 1.
- c. To 0810/1 TOT 0825-1000/1 TI 1025/1 Alt. 8000 ft. to minimum
- D. Mission 10% incompleted due to westher.
- E. through F. Nil.
- G. Slight, small arms, inaccurate from side of ridge at 16 deg 30 min N-120 deg 41 min R.
- H. Mil.
- On Highway 11 at 16 deg 35 min N-120 deg 45 min E, observed one uniframed Nip with rifle and pack taking cover against upper bank of road as planes appeared. One mile further north, saw 2 or 3 J/I personnel on road who had been walking north but disappeared as planes circled for second pass.

  The provided beed of Righway 11 has been oratered or damaged on ridge in vicinity of BUNGALO (16 deg 37 min N-120 deg 46 min E) there has been constructed a mat-like bridge, single lane in width that may be strong enough to support vehicular traffic. Bomb craters on AGNO RIVER road in vicinity of 16 deg 40 min N-120 deg 49 min E has not been repaired or detoured.

  Parked on side of Highway 5 at 15 deg 39 min N-121 deg 24 min E were two carabac carts loaded and with flat green campuflage on top of each. No carabac or personnel seen in vicinity.
- J. WX: BAGUIO BORTOG, CAYU. CAGATAN VALLEY from TUGUEGARAO to ILAGAN, 8/10 to 10/10 with base at 400 ft. South of this it was CAYU but for a few scattered cumulus. Southwest of CORDON, 6/10 stratus clouds layered from 2000 ft. to 8000 ft.
- K. Noland and Etchison.
- L. H11.

OPERATIONAL PRICHTY MECHET

# OF BRATIONAL PRIDRITY SECRET

Plat Tactical Recommendance Subbeton Apo 70

24 May 1945

TO: Commanding Ceneral, For East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

### FIRAL MISSION REPORT

- A. 144-G-3-R, Sq Mission No. 281, 24 May 1945, 110th Tac Ren Sq. 71st Tec Ren Gp, fifteen F-6's.
- B. Bomb and strafe as directed by BOOTBLAOK.
- c. TO 0930/I. TOT 1010-1100/I. TL 1135/I. Alt. 12,000-8000 ft.
- D. Mission complete. Under direction of BLOTBLACK ONE, bombed and strafed trucks and campuflaged installations under trees along road at 16 deg 54 min M--120 deg 44 min E. Sombing results excellent. 30 bombs on target area and 62 individual strafing passes, but observed no fires or explosions in mooded attack area. SOOTBLACK reported impact area was govered by bombing and strafing.
- A. thru G. Mil.
- H. Obliques of target area et 1050/1.
- 1. Route: Direct.
- J. Over target, 2/10 ounulus between 7000 and 10,000 ft.
- Z. Pilots: Johnson, Turner, Hannum, Fegerland, Withee, Brettoli, McAllister, Rule, Koyake, Archesbesult, Movers, Regan, G'Meill, Streit, Connors.
- L. 80 X 500 lb. inst. dass bombs dropped on target.

  9300 X .50 sel. Lot

CORRESPONDED PRIORITY SECRET

#### OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SCHADRON 71st Tactical Reconnaissance Group

24 May 1945

TO: Commanding General, Fer East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Chennels)

# MINAL MISSION REPORT

- A. 144-G-2-E, SQ Mission No 280, 110th Tac Ren Sq, 71st Tac Ren, Gp, 24 May 1945, two P-6's.
- B. VR # 2.
- G. TO 0805/1 TOT 0820-1050/1 TI 1115/1 Alt. minimum
- D. Mission completed.
- E. through G. Nil.
- H. Obliques of ravines, track sign, new huts, east of MASIPI, approx. location 17 deg 22 min N-121 deg 53 min E, at 1030/1.
- I. Route: VR # 2.

  Probable location 16 deg 45 min N-120 deg 45 min E observed estimated sixty men with some vehicles. Could not identify as to uniforms, equipment or vehicles due to terrain and dense trees. Men appeared to be taking rest period, with some sitting and others standing in groups. On third rece pass they had all taken cover. Did not attack due to terrain.

  Prom BORTOG (17 deg 05 min N-120 deg 58 min E) for about 8 miles south on Highway 11, estimated one hundred civilian dressed men, women and children walking south, strang out in groups of threes, fours, a few with fifteen in group. Very few waved to planes and none took cover.

  As receo approached APARRI (18 deg 21 min N-121 deg 38 min E) at approx. 0950/I, saw a large explosion from edge of beach strip. Receo circled and sew another explosion about three minutes later from same area. Visibility good but no aircraft could be seen in area or contacted on radio. Only two explosions observed.

  Was not able to locate bridge in described position of 100 yards west of town believed to INTIGAK. Position identification not made due to variance of roads, streams, etc. with meps 520 B.

  BAGGIO BORTOG, CAVU. Soud at 1500 ft. from APARRI south where it grows thicker to 6/10 at 5000 ft. vicinity of TUGJEGARAO, and as high as 11,000 ft. in the southern valley.
- K. Ogle and Gooch.
- L. Nil.

# OPERATIONAL PRIORITY SECRET

#### 110TH TAUTICAL RECONNAISSANCE SQUADRON 71st Tectical Reconnaissance Group APO 70

25 May 1945

TO: Commanding General, Far East Air Forces (P), APO 928. Att: AG of S, A-2. (Through Chennels)

### FIRAL MISSION REPORT

- A. 145-0-6-K, 25 May 1945, 110th Tac Ren Sq, 71st Tac Ren Gp, sight F-6's.
- B. Bomb and strafe as directed by MEPHEN.
- 0. TO 0745/1. FOT 0830-0900/1. TI 1025/1. Alt. 10,000 ft. to min.
- D. On direction of NEPHEN 5 bombed and strafed Nips in wooded area adjacent to town of Kayan (16 deg 50 min N--121 deg 46 min N). Bombing results excellent. Sixteen bombs in designated target area (eight of which were duds) and 61 individual strafing passes with one nips but fired as the only observed results.
- E. thru C. Mil.
- H. Wil.
- I. Route: Direct.
- J. CAYU.
- K. Pilots: Peterson, Mrugal, Hannum, Goble, Hough, Sapp, Hannond, Grawford.
- L. 16 % 500 lb. inst. demos on target area (8 of these were dads and arming wires were on planes when landing).

9000 X .50 cal.

OF BRATIONAL PRIORITY SECRET

# OF ERATIONAL PRIORITY SECRET

110TH TACTICAL RECORT ALST ARCE SQUADROK 71st Reconneissance Group APO 70

25 May 1945

TO: Commanding General, Far East Air Forces (P), APO 928. Att: AG of S, A-2. (Through Channels)

# FIRAL MISSION REPORT

- A. 145-C-7-H, SQ Mission No. 283, 110th Tac Ron Sq, 71st Ron Gp, 25 May 1945, eight F-5's.
- Bomb and strafe as directed by Markey.
- C. TO 0815/1. TOT 0900-0945/1. TL 1015/1. Alt. 11,000' to min.
- D. Mission completed.

On direction of Number 700 bombed and strafed brush-covered ridge at 16 deg 50 min H--120 deg 42 min E. containing dug in Hips. Bombing results fair, with 6 bombs exactly on desired target area, 6 bombs misses to West of target, and 36 individual strafing passes with no observed results.

- a. thru H. Nil.
- I. Route: Direct.
- J. En route CAVU. 4/10 between 5500 and 8600 ft. over target.
- K. Pilots: Pritts, Boardman, O'Neill, Moreland, Keuffman, Johnson, Farrell, Lewis.
- 16 I 500 lb. inst. demo bombs dropped on target. 7800 X .50 sal.

OPERATIONAL PRIDGITY SECRET

# OPERATIONAL PRIMARY SACRET

110TH TAGTICAL RECONSALSSANCE SQUADRON 71st Reconneissance Group AFO 70

25 May 1945

To: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

# FINAL MISSION REPORT

- A. 145-C-3-A, SQ Mission No. 384, 25 May 1945, 110th Tee Ron SQ, 71st Ron Sp, two F-6's.
- 3. VR /1.
- G. TO 1300/I. TOT 1330-1510/I. TI 1600/I. Alt. 5000 ft. to min.
- B. Mission completed.
- E. thru H. Nil.
- I. Route: VR fl.

On small hill overlooking TOPOLAYAN (17 deg 15 min N--121 deg 08 min E) was unoccupied tranch.

Nil sighting of any aircraft on fields at ARGADANAR (16 deg 46 min N-121 deg 45 min E) or at GARLYE NORTH (16 deg 40 min N-121 deg 40 min E).

- J. Badwie to Bunnou, 5/10 between mountain tops and 8000 ft. Seatured clouds ha to CAGAYAN VALLEY. Velley CAYJ.
- K. Pilots: Withse, Phillips.
- L. B11.

OPERATIONAL PRIORITY SECRET

# OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISBANCE SCHADRON 71st Reconnaissance Group APO 70

25 May 1945

TO: Commanding General, Ter East Air Forces (P), APO 928. Att: AC of S, A-2. (Through Channels)

#### FINAL MISSION REPORT

- A. 145-C-4-E, Sq Mission No. 285, 25 May 1945, 110th Tac Ren Sq. 71st Ren Gp, two F-6's.
- B. VR # 2 and 4.
- 0. TO 1300/I. TOT 1545/-1530/I. TL 1600/I. Alt. Minimum.
- D. Mission completed.
- E. thru G. Mil.
- H. Obliques at 1400/I of track signs and village at 17 deg 16 sin N--121 deg 55 sin S.
- I. Route: VR #2 and 4.
  Ril sighting not previously reported.
- J. CARABALLO MIS: North of BAGUIO, 7/10 between mountain tops to 10,000 and 20,000 ft. CAGAYAN VALLEY, CAYU. BABUYAN ISLANDS, CAYU.
- K. Pilots: Snyder, Walls.
- L. Nil.

OPERATIONAL PRIORITY SECRET

# OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECORMAL SCANCE SCHADRON 71st Reconncissance Group APO 70

25 May 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

# FINAL MISSION REPORT

- A. 145-C-10-E, Sq Mission No. 286, 25 May 1945, 110th Tec Ron Sq, 71st Ren Gp, two F-6's.
- B. Local patrol.
- TO 1200/I. TL 1530/I. Altitude 21,000 to 15,000 ft.
- D. Mission completed.
- E. thru H. Nil.
- I. Local.
- J. CAVU.
- K. Pilots: Ogle, Withes.
- L. Mil.

OPERATIONAL PRIORITY SECRET

## OPERATIONAL ENIGHTY SECRET

110TH TACTICAL RECORDAISSANCE SCHADRON 71st Reconneissance Group APO 70

25 May 1945

TO: Commending General, Far East Air Forces (P), APO 925. Att: AG of S, A-2. (Through Channels)

#### FIRAL MISSION REPORT

- A. 145-C-11-E, Sq Mission No. 287, 25 May 1948, 110th Tac Ren Sq, 71st Ren Gp, two F-6's.
- B. Local patrol.
- 0. TO 1510/1. TL 1800/1. Altitude 20,000 to 15,000 ft.
- D. Mission completed.
- S. thru H. Bil.
- I. Local.
- J. GAVU.
- K. Filots: Stehison, Ryeroft.
- L. Nil.

OPERATIONAL PRIORITY SECRET

# OPERATIONAL PRIDRITY CECAST

110TH TASTICAL RECORNALESANCE ECUADRON 71st Recommaissance Group APO 70

26 May 1945

TO: Commanding General, Far Bast Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

## FINAL MISSION REPORT

- A. 146-0-1-E, Sq Mission No. 268, 26 May 1945, 110th Tes Ren Sq. 71st Ren Op, two F-5's.
- B. VR /1.
- G. TO 0750/I. TOT 0820-1030/I. TL 1050/I. Altitude minimum.
- D. Mission completed.

  5 individual strafing passes on two freshly campufleged trucks parked along road at 16 deg 45 min N-120 deg 47 min E, obtained good concentration of hits but no fires.

  One individual strafing pass on truck parked under trees on highway fil at 16 deg 47 min N-120 deg 48 min E, obtained hits but no fire or smoke.

  4 individual strafing passes on 20 ft. diametered tank, 15 ft. diametered matal tank, and tim-roofed building in small welley South of SUBANO (16 deg 50 min N-120 deg 49 min E) obtaining hits but no observed results.

  5 individual strafing passes on campufleged emisson and artillery piece, unknown calibre, 40 yards mast of APUNAN (16 deg 49 min N-120 deg 46 min E) with hits but no observed results.

  2 individual strafing passes on small clump of green brush where two Hips took dover at 16 deg 43 min N-120 deg 45 min E with good concentration of hits but no observed results.
- E. thru H. Mil.
- I. Route: VR \$1.
  One mile 5. of GUBARO (16 deg 50 min N--120 deg 49 min E)
  on BAGUIO road was freshly esmouflaged truck parked on road.
  Eo attack due to terrais.
  On small lateral ridge commanding Highway \$11 to North and
  South was house with revetments in front and rear, fox holes
  and trenches at 17 deg 00 min N--120 deg 54 min E.
- J. GARABALLO MIS: North of BAGUIO, seattered clouds on mountain tops. GAGRIAN VALLEY, CAVO.
- K. Pilots: Hammond, Boardman.
- 1. 1400 x .50 cal.

OF BRATIONAL PRIDRITY SECRET

OF ERSTINAL PRIORITY SECRET

# 110TH TACTICAL RECORDA CRANGE SCIADRON 71st Reconnaissance Group APO 70

26 May 1945

To: Sommanding General, Far East Air Forces (P), AFO 925. Att: AC of S, A-2. (Through Channels)

# MINAL MISSIOF REPORT

- A. 146-C-2-E, Sq Mission No 289, 110th Tac Ren Sq, 71st Ren Gp, 26 May 1945, two F-5's.
- B. VR 2 & 5.
- C. TO 0800/1 TOT 0820-1045/1 Th 1115/1 Alt. minimum
- D. Mission completed.
- E. through H. Hil.
- I. Route: VR 2 & 3.

About four 30 ft. native type sailboats on beach loaded with bundles appearing to be personal and household goods, and estimated 100 civilian dressed men, women and children on shore at 18 deg 29 min R-122 deg 08 min R. No indication whether boats were loading or unloading.

- J. Pacific coast and CAGAYAN VALLEY, CAVU.
- K. Fagerland and McAllister.
- L. Nil.

OF ERATIONAL PRIORITY SECRET

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GERATIONAL PRIORITY SECRET

110TH TACTICAL RECORNAL SCANGE SCHADRON 71st Tactical Reconn. Group APO 70

26 May 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

FINAL MISSION REPORT

- A. 146-C-7-E, SQ Mission No 290, 110th Tac Ren Sq, 71st Ren Gp, 26 May 1945, two F-5's.
- B. Local cover.
- C. TO 0600/1 TL 1115/1 Alt. 12,000 ft.
- D. Mission completed.
- M. through H. Nil.
- I. Local.
- J. GAVU
- K. Wells and Rycroft.
- L. N11.

OF ERATIONAL PRIORITY SECRET

OF ERATIONAL PRIORITY SEGRET

#### 110TH TACTICAL RECORNAL SEARCE SCUADRON 71st Recornaissance Group APO 70

26 May 1945

TO: Commending General, Far East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Chennels)

### FIRAL MISSION REPORT

- A. 146-C-8-E, Sq Mission No 291, 110th Tao Ren Sq, 71st Ren Sp, 28 May 1945, two F-6's.
- B. Local cover.
- G. TO 0945/1 TL 1200/1 Alt. 12,000 ft.
- D. Mission completed.
- E. through H. Hil.
- I. Route: Local.
- J. CAVU
- K. Strait and Koykka.
- L. Eil.

OPERATIONAL PRIORITY SECRET

## OPERATIONAL PRIORITY SECRET

# 110TH TACTICAL RECORNAL SSANGE SQUADROW 71st Tactical Recor. Group APO 70

26 May 1945

TO: Commanding General, For Rast Air Forces (P), APO 926. Att: AG of S, A-2. (Through Channels)

## FINAL MISSION REPORT

- A. 146-G-9-E, Sq Mission No 292, 110th Tac Ren Sq, 71st Ren Sp, 26 May 1945, two F-6's.
- B. Local patrol.
- 0. TO 1130/1 TL 1415/1 Alt. 15,000 ft.
- D. Mission completed.
- E. through H. Nil.
- I. Local.
- J. 4/10 cumulus between 6000 to 20,000 ft. and building up.
- K. O'Neill and Bowers.
- L. Mil.

OPERATIONAL PRIORITY SECRET

THIS PAGE IS UNCLASSIFIED What Pal Philipp of the 110TH TACTICAL RECORDAL SCALES OF TACROS 71st Recondenissance Group 28 May 1945 TO: Commanding Conoral, For Rest Air Porces (2), APO 928. Att: AC of C, A-2. (Through Channels) FIRAL MISSION REPORT A. 146-G-10-E, Sq Mission No 292, 110th Tee Ren Sq, 71st Ren Op, 25 May 1945, two F-6's. B. Local patrol. G. TO 1530/1 TL 1525/1 Alt. 12,000 ft. D. Mission completed. Through H. Ell. Local. A. Archembenult and Connors. L. Dil.

OF BRATIONAL PRIORITY GEORGE

110TH TACTICAL MECONIAL AND SUBJECTION 71st Reconnaissance Group APO 70

28 May 1945

TO: Commanding General, Far East Air Forces (F), APO 925. Att: AC of 0, A-2. (Through Channels).

FINAL WI JON REPORT

- A. 146-C-11E, Eq. Mission No. 294, 26 May 1945, 110th Tec Ron Sq. 71st Men Gp.
- B. Local Patrol.
- O. TO 1500/I
- TI 1730/I Alt. 18000 Ft.
- D. Mission Completed
- E. Phrough H. Nil.
- I. Local
- J. CAVU
- K. Hannum Goble
- L. Nia.

0 6 0

SPER TIONAL PRIDRITY SECRET

110TH TACTICAL RECORDAL SCANCE S WADROE 71st Tactical Recor. Group APO 70

27 May 1945

TO: Commanding General, Fer Rest Air Porces (P), APO 925. Att: AC of S, A-2. (Through Channels)

FINAL MISSION REPORT

- A. 147-0-6-8, So Mission No 298, 110th Tac Ron Sq, 71st Ron Sp, 27 May 1945, eight V-6's.
- B. Bomb and strafe under direction of BOOTELAGE.
- 0. TO 0845/I TOT 0910-1020/I Th 1045/I alt. 12,000 to 7000 ft.
- D. Mission completed.

Under direction of BOOTBLACK # 1, attacked small unmapped village in vicinity of 15 deg 29 min N-120 deg 41 min E with sixteen bombs and 26 individual strafing passes on smoke marked target resulting in five nips buildings burning with bright red flame and black smoke feding to white rising 2000 ft. Querillas reported via BOOTBLACK that strafing and bombing was excellent.

- E. through H. Nil.
- I. Route: Direct.
- J. 2/10 2/10 sumulus between 5000 and 11,000 ft., em route and over target.
- K. Johnson, Voegeli, Strait, Phillips, Deen, Evans, Koyyka, and Archambeult.
- L. 16 X 500 lb. inst. demos on target area.

X 50 cal.

OPERATIONAL PRIORITY SECRET

OPERATIONAL PRIORITY SECRET

110TH TAGTICAL RECORNAL SCANGE SCHADRON 71st Reconnaissance Group

27 May 1945

TO: Commanding General, Fer East Air Forces (P), APO 925. Att: AC of S, A-2. (Through Channels)

FINAL MISSION REPORT

- A. 147-0-7-E, Sq Mission No 296, 110th Tac Ren Sq, 71st Ren Gp, 27 May 1945, eight F-6's.
- B. Bomb and strafe as directed by BOOTBLAGE.
- C. TO 0940/1 TOT 1000-1105/1 Th 1125/1 Alt. 9000 ft. to min.
- D. Mission completed. Under direction of BOOTBLACK 1, bombed and strafed unsapped village in vicinity of 16 deg 32 min N-120 deg 46 mine N. 15 bombs in target area, one hung and fell 15 miles couthwest and 35 individual strafing passes resulted in firing 12-15 nips buildings with gray smoke to 500 ft. and killing or wounding one Nip who ran through village. Photos taken,
- 3. tarough 0. Nil.
- H. Obliques at 1100 of strike results.
- I. Route: Direct.
- J. WX: 2/10 scattered cumulus between 6000 and 8000 ft.
- K. Holand, Etchison, Snyder, Erugal, Fagerland, McAllister, Wither and Kauffman.
- 1. 16 X 500 1b. inst. demos.

X 50 cal.

OPERATIONAL PRIORITY SECRET

## SEERATIONAL PRIDRITY SECRET

110TH TACTICAL RECORNAL ESAMES SQUADRON 71st Reconscissance Group APO 70

27 May 1945

To: Commonding General, Far Rest Air Forces (F), APO 925. Att: AJ of B, A-2. (Through Channels

# FINAL MISSION REPORT

- A. 147-G-4-E, Sq Mission No. 297, 27 May 1945, 110th Teo Ren Sq. 71st Ron Gp, two F-6's.
- 8. VR /1.
- G. TO 1215/1. TOT 1380-1520/1. Th 1550/1. Altitude minimum.
- D. Hission 50% incomplete due to weather.
  On direction of REPHES FOUR made six individual strefing passes on Rip bivouse area in bamboo grove slong Highway #5 at 17 deg 44 min R-121 deg 46 min E with small fire only observed result.
- E. thru G. Mil.
- M. Obliques of bivouse area reported by Na Mas Four at 17 deg 44 min N--131 deg 46 min N at 1430/I.
- I. Route: VR FI in CAGAYAN VALLEY.

BAGABAG steel bridge (16 deg 55 min H-121 deg 16 min E) appears to have been repaired and possibly serviceable for one-way traffic.

- J. GARAPALLO MTS. North of BAGUIO appeared solid ounclus with rain storms from deck to 20,000 ft. CAGAYAN VALLEY, 2/10 scattered cumulus at 6000 ft.
- E. Pilots: Huber, Wells.
- L. /200 X .50 cal. gst

OPERATIONAL PRIDALTY SECRET

Orbitational relocate SECRET

110TH PASTIGAL REGISERAGE SQUADROR 71st Reconneiseance Group

27 May 1945

TO: Commanding General, Far East Air Forces (P), APO 925. Att: AO of S, A-2. (Through Champels)

## FINAL MISSION REPORT

- A. 147-C-5-E, Sc Mission No. 298, 27 May 1945, 110th Tao Ron Sq, 71st Ren Op, two F-6's.
- B. VR /8.
- TO 1310/I. TOT 1330-1520/I. TI 1545/I. Altitude minimum.
- D. Mission 40 % incomplete due to weather.
- E. thru H. Nil.
- I. Route: Enstern VR #2.

In area Sast of Highway #5, lying generally between 16 deg 41 min B-121 deg 52 min E and 16 deg 51 min N-121 deg 51 min E were many new mips shacks. Sighted civilian dressed men, woman, and children in most of area. One cluster of huts sighted two small boys waving American flag at planes.

In clearing at 16 deg 54 min E-121 deg 56 min E was penel message "TH 1MF. READ ARMS". No identification symbols present. Bight or ten civilian dressed men and women in vicinity of panels waved.

East of Highway \$5 slong crock bed at 17 deg 14 min E-121 deg 52 min E observed about 25 small leants's and improvised shelters with trenches around sheeks.

- J. CARABALLO MTS. North of BAGULO appeared solid cumulus with rain storms from dock to 20,000 ft. CAGATAN VALLEY, 2/10 scattered cumulus at 6000 ft.
- K. Pilots: Ogle, Gooch.
- L. Ril.

O ERATIONAL PRICHITY SECRET

OPERATIONAL PRIORITY STREET

110TH TAUTICAL REGIONNAISMANDS SCIADRON 71st Resonnaissance Group APO 70

28 Hay 1945

TO: Commending Ceneral, Par Rest Air Porces (P), AFO 925. Att: AC of S, A-2. (Through Chernels)

STRAL MIS TON REPORT

- A. 148-0-1-8, Sq Mission No 299, 110th Too Ren Sq, 71st Ren Op, 28 May 1965, Two 2-5's.
- B. VR / 1.
- c. TO 0800/1 TOT 0820-1010/1 Th 1020/1 Alt. 2000 ft to min.
- D. Mission completed.

Sindividual strafing passes on 4 or 5 uniformed Nips with packs welking north on nighway 11 at 16 deg 45 min H-120 deg 48 min H, with no observed results as hips took cover against upper slope of road.

- E. through G. Mil.
- H. Obliques at 0930/1 of redio or radar installation at 17 deg 07 min N-121 deg 53 min N.
- I. Route: VR \$ 1.

  At 17 deg 30 min H-121 deg 53 min H, on east and on west bank of SAGYAR HIVER were two groups of civilian dressed men, estimated 60 to 70 in each group. No guns or packs observed. Rive or six uncascuflaged carabso drawn carts with each group. Some carts empty, some loaded with unidentified load of red color. No indication of purposes, or direction apparent.
- J. CARABALLO MTD. north from BAGUIG to BONTOC, CAVU. North of BONTOC low clouds filled all valleys. CAGAYAN VALLEY, CAVU south to 16 deg 45 min N, then 5/10 covered based at 5000 ft.
- K. Twiggs and Evens.
- . X .50 3el.

CORRATIONAL PRIORITY SECRET

OPERATIONAL PROPRITY DECRET

110TH TACTICAL RECONNAL SCANCE SCHADNOR Flet Reconnel scance Group APO 79

28 May 1945

TO: Commanding General, For Rest Air Forces (F), APO 925. Att: AC of S, A-2. (Through Chappele)

MINAL MISSION REPORT

- A. 148-C-2-E, Sq Mission No 500, 110th Tee Ron Sq, 71st Ron Cp, 88 May 1945, two F-6's.
- B. VR / 2 5 4.
- C. TO 0800/1 TOT 0820-1045/1 TL 1118/7 Alt. minimum
- D. Mission completed.
  5 individual strafing passes on stack of barrals and two
  7000 gal. tanks at 16 deg 55 min N-121 deg 55 min 5, obtained
  hits but no fires or smoke.
  5 individual strafing passes on dag in positions at 18 deg
  21 min N-121 deg 85 min 2, with hits but no observed results.
- i. through H. Wil.
- 1. Noute: VR 2 and 4.

  Nooded area on east side of Market River between 15 deg 30 min N15 deg 35 min N. shows considerable track sign and evidence
  of bivouce area. No personnel or installations observed.
  At 16 deg 52 min N-121 deg 51 min 2 two new mips type buildings have been constructed. Estimated 20 by 40 ft. £126.
- J. EX: CAGAYAN VALLEY, CAVU in south to 4/10 at 3000 ft. in northern section. BABUYAN ISLANDS, CAVU.
- K. Kauffman and Farrell.
- L. I .50 oal.

TO SECTION AL PRIDRITY SECTION

110TH TACTICAL REDUNTAL SCATE SCHOOLS 71st Reconneissance Group APO 70

28 May 1945

To: Communiting Jeneral, Far East Air Forces (P), APO 925. Att: AD of S, A-2. (Through Channels)

## WIRAL MISSION REPORT

- A. 148-0-6-8, Sq Mission No 201, 110th Tao Ren Sq, 71at Ren Sp, 88 May 1945, sight F-6's.
- B. Bomb bridge at BAYBAYOG (17 deg 54 min N-121 deg 41 min B).
- 0. TO 0830/1 TOT 0915-0945/1 TL 1100/1 Alt. 6500 ft. to min.
- D. Mission completed. Primary target had been previously destroyed so PAPHER 4 directed attack against camouflaged temporary span at 17 deg 55 min N-121 deg 44 min N. Sixteen bombs hit within 50 feet of bridge but with no direct hits or apporary denuge.
- E. through G. Mil.
- H. Bil.
- I. Route: Direct.
- 1. CALABALO MAS., 2/10, 1000 ft., thick on mountain tops. 3/10 to 4/10 between 4500 & 6000 ft. over CAGANAR VALLEY.
- E. Bridge assigned as target at BAYBAYDO has been corviceable for over a month.

Pritts, Eyeroft, Fagerland, Connors, Johnson, Goble, O'Heill and Crawford.

L. 16 % 300 lb. inst. demos.

X 50 oak.

OF ERATIONAL PRIDRITT SECRET

OFERATIONAL PRIMERY SECRET

11074 TACTICAL AND SHALL SUBJECT OF THE RECOMMANDE OF TO TO

28 May 1945

TO: Commending General, Far East Air Forces (P), APO 925. Att: AO of B, A-2. (Through Channels)

FIRST MINIOU REPORT

- A. 148-G-9-E, Sq Mission Ho 302, 110th Tas Ran Sq, 71st Ren Sp, 26 May 1945, Four F-6's.
- B. Strafe Min troop concentration 1 km. south of ANULUMS (17 deg 50 min h-121 deg 44 min M).
- 0. TO 0940/1 TOT 1080-1045/1 TL 1135/1 Alt. minimum.
- D. Mission not completed since no Mips were discorved.
- E. through E. Eil.
- I. Route: Direct.
- J. MA: As reported in 148-0-2-2.
- X. Intensive recor of reported eres did not reveal any sign or indication of 2000 Kip troops, tesks, trucks or horses. Bridge south of AMILIPE is serviceable.

Joanson and Kaiser, Brattoli and Archambeault.

L. 111.

OF ERATIONAL PRIORITY SECRET

OF SHAFT DEAL PRIORITY BECKET

110TH TACTICAL RECORDAL STANCE STUADED PARTY APO 70

28 May 1945

TO: Commanding Ceneral, Far Last Air Porces (F), APO 925. Att: AC of S, A-2. (Through Channels)

THAL MISCION REPORT

- A. 148-6-10-E, SQ Mission Ro 303, 110th Tac Ren SQ, 71st Ron Sp, 36 May 1945, 5vo 8-6's.
- B. Special photo of Highway # 5.
- 0. TO 1050/1 TOT 1115-1155/1 TL 1150/1 Alt. 3500 Pt.
- D. Mission completed.
- E. through C. Mil.
- H. Obliques at 1120/1 on Highway 5 at 15 day 11 min H-190 deg
- I. Route: Direct.
- J. Photo area 2/10 seattered at 5000 ft. ...
- K. Snyder and Lawson.
- L. Mil.

OF ERATIONAL PRIORITY SECRET

OF ENGINEER PRIORITY SECRET

110TH TACTICAL RECORDATESANCE Group
71st Reconscissence Group
APO 70

29 May 1945

TO: Commanding General, Par East Air Forces (P), APO 928. Att: AC of S, A-2. (Through Channels)

FINAL MISSION REPORT

- A. 149-D-4-E, Eq Mission No 304, 110th Tao Ren Sq, 71st Ren Sp, 29 May 1945, eight F-8's.
- B. Boab and strafe as directed by REPUR.
- 0. TO 0835/I TOT 0900-0940/1 Th 1015/I Alt. 11,000 ft. to mins.
- D. Hission completed. Attacked ridge 1000 yards north of TASBO (16 dag 57 min N-120 deg 39 min N).

16 bands and 40 individual strafing passes on two sroke marked targets with no observed results.

- E. through H. Hil.
- I. Route: Birect.
- J. CAYU.
- K. HELMATE flights did not clear target until 0925/1.

  \*sterson, Erugel, Huber, Goble, Pagerland, Gooch, Withse, and Phillips.
- L. 15 X 500 lb. lest. demos.

I .50 cal.

OPERATIONAL PRIORITY SECRET

Plat Recornel ascare Group

29 May 1948

TO: 20: A-2, SOUth Food ling rpt G-2 Air I Corps pass to Air Liason Section 6th Army.

- A. 149-7-5-7, Se Mission No 805, 110th Was Ron Se, 715t Hon Sp, 29 May 1945, 20von T-6's.
- B. Romb and strafe as directed by Barnes.
- 0. TO 0900/1 TOT 0070-1035/1 Ti 1100/1 Alt. 11,000 ft. to min.
- D. Mission completed. Directed by MIDEM tombed ridge 1000 yards north of Table (16 des 46 min B-120 des 50 min K). Bombing results excellent. Two bombsffell 300 yards north of mote mirked target, 12 bombs on above marked target are obtained direct hit on mostlement darget hit on soull ammo duap and direct hit on Jap cave.

27 individual strafing passes made on target area resulted in firing one mips type shack.

- E. through H. Kil.
- I. Route: Direct.
- J. OAVI.
- E. Two bombs were duce.

holand, Lawson, Alalow, Grawford, Strait, Bowers and Connors.

L. 14 X 500 15. 10st. demos on target.

I .80 cml.

OF CHATIONAL PRICHITY GROWN

1102M FACTICAL RECOMMANDADE OF JADRON 71st Recommissione Group APO 70

29 May 1948

To: 4-2, 309th Bomb Bing.

- 149-D-1-E, Eq Mission No 506, 110th Tec Ron Eq, 71st Ron Gp, 25 May 1945, two F-6's.
- D. 78 / 1.
- TO 1500/I FOT 1840-1415/I Th. 1500/I Alt. minimum.
- Mission 70% incomplete due to weather.
- E. through G. Nil.
- Verticals and obliques at 1400/T of ridge top arenence at 17 deg 18 min N-121 deg 04 min R. 120
- Houte: Highway # 4 or VR # 1. On ridge under clump of trees was large and shaped trench, uncassouflaged except for tree cover, apparently unoccupied at 17 deg 10 min k-120 deg 50 min E, commanded road and I. On top of ridge at 17 deg 18 min M-121 deg 04 min E was trenches, three six ft. dismetered installations, uncamouflaged and apparently unoccupied. Footpaths follow every ridge top in this ares.
- CARABALLO MITH., morth of BACGUIO 10/10 between deck and 18,000 ft. and with rain.

  Southwest Cagayan Valley 5/10 between 4000 and 10,000 ft. Rest of valley building up.
- Yougali and Rysroft.
- L. Mil.

OF REATIONAL PRIDRITY RECEAT

110TH TASTICAL RECORDS SCHOOL STATEON VIST RECORDS SEARCE GROUP AND 70

29 May 1945

TO: A-2, 309th Bomb Bing.

- A. 148-3-2-8, 34 Mission No 307, 118th Tec Ron 34, 71st Ron 3p, 29 May 1948, two F-8's.
- B. VR & R.
- 0. TO 1800/I TOT 1830-1600/I TI 1615/I alt. 500 ft. to min.
- D. Mission completed.
- Le through de Bile
- H. Colliques of Highway 5 porth of 16 deg 11 min F-120 dog 57 min E at 1570/1.
- Town of SURULANA (17 des 56 mir 6-121 des 45 mir 2). STA MARIA
  (16 des 69 mir 6-121 des 60 mir 6), and 3rd town probably Endado
  (17 des 26 mir 6-121 des 48 mir 8) were ell on fire. Selieved
  fires were not results of air attack.

  In vicinity of 17 des 34 mir 6-120 des 32 mir 6 was a foot treil
  leading to south which had been widened until suitable for one
  way vehicular traffic. Entered wooded area and in dance timber.,
  fresh outtings made to widen treil could be seen.
  Foundles and trenches on cost bank of DASAMAR ELVER at 17 des
  05 mir 6-121 des 51 mir 6, uncascuflaged but occupancy undetarmined.
  In buildings on south end of GAMA STATE (17 des 66 mir 6-121
  des 32 mir 8) saw man with rirle, on eircling he could not be
  located.
  Fighway 5 traffic in vicinity of ASGLOBEO (17 des 61 mir 6121 des 48 mir 8) is using beapcrary spans or fording river.
- J. Cadarah Valler, 2/10 cumulus. Camaballo NTD., Eactio area closed by rein from deck to 20,000 ft. South of Balers Pass 5/10 from 6000 to 18,000 ft.
- K. Wells and Keiser.
- L. Ell.

OF ERATIONAL PRIORITY SECSET

THIS DAGE IS HAD ASSISTED

OF REATIONAL PRIORITY SACRET

#### 110TH TASTICAL RECONNAISSANCE SCHADRON 71st Reconnaissance Group APO 70

29 May 1945

- TO: A-E, 309th Bomb Wing.
- A. 149-D-3-E, Sq Mission No 508, 110th Tax Ron Sq, 71st Ron Gp, 29 May 1945, two F-6\*s.
- B. VR | S.
- C. TO 1300/1 FOT 1380-1500/1 ft 1530/1 Alt. minamum
- D. Mission 80% incomplete iue to weather and to mechanical trouble.
- I. through G. Mil.
- H. Obliques of tremenes at CAMATSAPAN BAY (16 deg 17 min N-122 deg 12 min B) 1400/J. Obliques of lean-to's in same area at 1400/J. Obliques of revetments and camouflage net at 17 deg 08 min N-12E deg 30 min E at 1445/J.
- I. Houte: VR # 3.

  At 15 deg 46 min M-121 deg 38 min M on BALKR BAY, a B-25 is lying on shore at base of small rook cliff. Buselage broken at trailing edge of ving and the two sections are separated. Color, faded clive dreb, could not determine tail markings. Bo sign of any activity near plane.
  On Fedific coast at 17 deg 62 min M-122 deg 30 min E, was empty revetment 25 by 25 ft. Adjacent to this towards beach was large draped not with grass or other material wover into it. Could not determine what was concealed. Het approx. 10 ft. diameter and suspended on poles.
  At 17 deg 11 min M-122 deg 25 min M, sighted 6 men with rifles welcing south clong beach, on second reaso pass they froze in their tracks and did not wave or move.
- J. FX: SIERRA MADRE, towing ounglus to 8000 ft. Pacific soast area CAVU to DIVILACAN BAY. North of this, roin squalls with clouds between 800 and 30,000 ft. GACAYAN, clear.
- K. Ogle and McAllister.
- L. F11.

OF SHATIONAL PRIGHTIY SECRET

## OF BRATTOFAL I STURITY CHORSE

## 119TH TACTICAL RECONNAISSANCE SCUADRON 71st Reconnaissance Group APO 70

30 May 1945

To: A-8, 209th Bomb Ming, rpt to: G-2 Air, I Gorps, Air Limison Section oth Army.

#### FIRML MISSION REPORT

- A. 150-3-24, Sq Mission No. 309, 30 May 1945, 110th Tas Ren Sq, 71st Ren Gp, two F-6's.
- B. VR /1.
- 8. TO 9785/1. TOT 0818-1029/1. TL 1105/1. Alt. 3000 ft. to min.
- D. Mission completed. On request of MEFHAN 4, pathfinded target for DATRACT flight of tank and bivouse in wooded area at 17 deg 44 min R-121 deg 44 min E. Five individual strafing passes by our flight with no observed results.
- E. thru F. Bil.
- G. Possible 20mm from grove of trees North of river and West of Highway #5 at 17 deg 44 min N--121 deg 44 min B. Slight, innocurate at minimum sititude.
- H. Obliques at 1015/1 of target indicator and target at 17 deg 00 min &--121 deg 42 min 2.
- I. Route: VR #1.

No sightings not previously reported.

- J. En route CAVU over CARABALLO MTS. CAGATAR VALLEY, CAVU. On return: CARABALLO MTS., 2/10 from tops of mountains to 9000 ft. and building up.
- K. Filots: Huber, Mrugel.
- L. 2800 X .50 cal.

OF ARATIONAL PRIDRITY SERRET

## OPERATIONAL PRIORITY SECRET

110TH TASTICAL RECONSCIONANCE SCHADEON 71st Reconneissance Group APO 70

30 May 1945

TO: A-2, SO9th Bomb Wing.

# PARAL RESIDENCE RESPORT

- A. 150-0-25-1, Sq Mission No. 210, 30 May 1945, 110th Tac Ron Sq, 71st Ron Cp, two P-3's.
- B. VR #2.
- c. 70 0800/1. TOT 0815-1015/1. Th 1030/1. Altitude 500 ft.
- D. Mission completed.
- E. thru H. Hil.
- I. Route: VM #2.

Venicular track sign on Highway \$5 between 00% (18 deg 16 min 8--181 deg 41 sin 8), and 141-10 since light's rain.

Town of DEL PILAR (15 deg 50 min F-121 deg 45 min E) had one fire in house in town. String of grass fires to lest from town.

- J. CAGAYAR VALLEY: 3/10 between 1000 and 6000 ft. Balayar Laba; and Forth of RAGUIO: 7/10 camulus between 8000 and 15,000 ft.
- K. Pilots: Wells, Farrell.
- L. Mil.

OF ERE CHALLE I CHATY SOURCE.

THIS PAGE IS UNCLASSIFIED OF LEAST OFFIL ORIGINAL STREET 110TH TAGTICAL SECONDALAGED SETADROP 718t Reconnaissance Group 30 May 1945 79: 306th Bomb | 12g. A-2. A. 150-D-26, Sq Mission No Ell, 110th Tae Ron Sq. 71st Ren Gp. 30 May 1908, Sight P-6's. B. Attack targets of apportunity in Publica. c. TO 1120/1 WL 1180 to 1245/1 Mission incomplete due to mechanical troubles. tarough I. Fil. BA: GAVU. 3. Johnson, Pritts, Koykka, Leaffmen, Pagerland, Tyton, Resmond, Evens. 1. Bil. OPERATIONAL PRIORITY ESCRET 0678

DURACTION AL PRIDECTY ANGREST

71st Reconsulsance Group

31 May 1945

- TO: A-2, 509th House wing, Ret G-S, Air I Corps, Ret Air Lisson Section, 8th Army.
- 151-D-39, Sq Mission No S12, 110th Tac Ren Sq, 71st Ren Sp, 31 May 1945, two F-6's.
- B. Special recoo of Highway B.
- G. TO 0615/1 TOT 0630-0750/1 TL 0815/1 Alt. minimum
- D. Mission completed.
- R. through H. Mil.
- I. Route: Direct.

  About 500 ft. above valley floor on ridge west of Highway 5 at 16 deg 19 min H-121 deg 03 min H, observed estimated 8 eaves, five to sight foot diameters. No cover or camouflage, and faced southeasterly and northeasterly. New one man in mouth of one of caves.

  The caves near base of ridge facing morth at 16 deg 16 min H-121 deg 03 min H.

  Ten 8 ft. diametered dug in machine gum positions, unoccupied on ridge top of FINGLAN-ARITAD road at 18 deg 18 min N-120 deg 58 min H. Recent to nave been prepared positions to attitue in retreat.

  Approx. location 16 deg 23 min N-120 deg 59 min H, from wooded draw was column of smoke as though from cooking fire.

  50 by 50 ft. clearing 100 yards west of old Spanish Trail at 16 deg 08 min N-121 deg 05 min H, were fox holes and dug in positions. Uncamouflaged and occupancy unknown.

  Bil eightings of enemy vehicles or personnel.
- J. 5/10 thin layer of stratus at 5000 ft. southwest of BONE railroad line.
  From southeast appears to be a front moving in.
- A. Snyder and Soble.

  Could not get through to DURNY as POSSUM flights striking tergets in same vicinity were briefing for their strike.
- L. Nil.

CPRRATIONAL PRIORITY ECRET

110th Tactical Recommensance Group
71st Recommensance Group
APO 70

31 May 1945

TO: A-2, SO9th Bomb Wing, Rpt G-3, Air I Corps, Rpt Air Liason Section, 6th Army.

Final Mission Report

- A. 251-2-42, 30 Mission Bo 313, 110th Tac Ron Sq. 71st Ren Sp. 31 May 1845, four F-6's.
- B. Bomb and strafe Cordon 16 deg 41 min B 121 deg 26 min 3.
- c. TO 1025/I TOT 1100-1150/I TL 1285/I Alt. 10,000 to min.
- D. Mission completed.

6 nepelem bombs and 8 individual strafing passes on North side of cordon with two mips hats fired the only observed results.

On request of Rephew 4, made 20 individual strating passes or wooded creek west end of GATTA AN 18 deg 04 min N - 121 deg 59 min N. After P-58's completed attack on same area. Only observed results of N-6 attack was firing large nips building. Also made 5 individual strating passes a magrave yard 500 yards NE of GATTAHAR where Nephew reported 200 nips. No observed results.

- E. Through O. Nil.
- H. Obliques at 1200/I of strike results at GATTARAN (18 deg of min N 121 deg 39 min N).
- I. Route: Direct to CORDAN AND GATTARAN.
- J. Mx. Cagayen 6/10 cumulus between 6500 and 10000 ft. Mestern Caraballo, scattered large cumulus to as high as 12,000 ft.
- R. Brattoli, Farrell, Voegli, Kreiger.
  100 lb. napelems ineffective for attack of this sort.
  Fire to small.
- 1. 8 x 100 lb. Eapalms bombs on target.

OF READT OF AT

## OPERATIONAL PRIORITY SECRET

110TH TAGTICAL RECORDAISSANCE SQUADROR 71st Reconnaissance Group APO 70

31 May 1945

MEA, SI-9, FD-47

V EVC

TO: A-2, 309th Bomb Wing, Air Lieison Section, Sixth Army, G-3 Air, I Corps

#### FINAL MISSION REPORT

- A. 151-G-40, Sq Mission No. 314, 31 May 1945, 110th Tac Ron Sq, 71st Ren Gp, two F-6's.
- B. Special Highway #5 recec.
- C. TO 1030/I TOT 1050-1245/I. Th 1300/I. Altitude minimum.
- D. Mission completed.
  With O.K. from BUNNY, two individual strafing passes on dugin nips-type leanto Northeast of BONE (16 deg 15 min N--121
  deg 00 min E) destroyed installation by fire.
  4 individual strafing passes on cave partially covered by
  bamboo poles, approximate location 16 deg 18 min E--120 deg
  598, obtained hits but no observed results.
  3 individual strafing passes on camouflaged installation in
  wooded ravine at 16 deg 18 min E--120 deg 58 min E with no
  observed results.
  4 individual strafing passes on cave to East of, and
  commanding Highway \$5, 500 yards South of BANHARG (16 deg
  85 min E--121 deg 06 min E) with no observed results.
- E. thru F. Nil.
- Possible slight, light, inaccurate, at minimum altitude from wooded area North of B NE (16 deg 15 min N--121 deg 00 min E).
- H. Nil.
- I. Route: Direct.

  5 loaded carabac drawn carts with civilian dressed driver on each heading East on lateral road running East from BAMBANG (16 deg 23 min N--121 deg 06 min E). Load undetermined. Believed drivers to be Filipinos so did not attack.

  Almost all ridges and hills along Highway #5, predominantly on West side, were caves and dug-in installations commanding road. Highway #5 serviceable to BAGABAG. Fording of river crossing at all destroyed bridges. Full report to BUNNY as ordered.

OPERATIONAL PRIORITY SECRET

OPERATIONAL PRIORITY SECRET

Mission No. 151-0-40, Sl May 1945, 110th Tac Ren Sq (Cont'd)

- J. Seattered clouds at 5000 ft.
- K. Pilots: Ogle, Gooch.
  BURNY released flight fifteen minutes early as he had ground support mission to direct.
- L. 2000 X .50 cal.

OPERATIONAL PRIORITY SECRET

- 2 -

OPERATIONAL PRIORITY TEGRET

110TH TACTICAL RECORDED SERVE STUDIOS PLANTS APO 70

52 May 1945

CAE A EAD

TO: A-2, 309th Bomb Wing.

FINAL MISTION REPORT

- A. 161-0-34, Sc Mission Ro 315, 110th Tec Ron Sc, 71st Ren Sp. 31 May 1945, 8 7-6's.
- B. Every b. Firmona for Targets of opputinty.
- 0. TO 1045/1 TOT 1838-1500/1 Th 1615/1 One maru at 1140/1
- 3. Mission Completed.

  2 individual strafing pages on box cars and pages ager cars in yards, and depot at 70kMd 23 deg 43 min H 120 deg 32 min B obtained good hits but no observed results.

  3no individual strafing page on H bound truck at 23 deg 30 min B + 120 deg 35 min E with only observed result was cutting two uniformed hips in two as they jusped from truck to take cover. One individual strafing page on cance corrying large box observed results.

  Two individual strafing pages on 40° concrete water tower at 25 deg 29 min H 120 deg 14 min H resulted in hits and the individual strafing pages on an analyce to the cover many locks.

  One individual strafing pages on an analyce water tower many locks.

  One individual strafing pages on hims uniformed hips welking N. on highway at 25 deg 56 min H 120 deg 24 min E with good concentration of hits but results unobserved.
- L. Through H. Nil.
- I. Boute: Direct thence up west cosst . Return the same.

OF min R apporently U/D.

Balan A/D 25 deg 00 min N - 121 deg 13 min E craters had been repaired and seemed serviceable. Barracks and hanger area appeared good. Mil. A/O sighted.

Reliroad yards in large towns in western FORMADA B. of 24 deg.N seemed to be well filled with rolling stock. Ho highway or mailroad traffic sighted in Borth western FORMADA.

Co min N - 120 deg 12 min N - 120 deg 21 min E and Talkan 23 deg out road blocks.

12 to 14 sirplanes of U/K servicability in revetment areas between river and S. runway at HRITO A/D 22 deg 41 min N - 120 deg 28 min E. Two sallys of U/K servicability in Freetment areas

OPS FIGNAL PRIORITY SECRET

- J. Base to FORMAR CAVU.

  Mestern FORMARA CAVU.

  Solid to 15,000 ft.

  F. foothills 4/10 between 5000 and 7000ft.

  Large thunderhead on N tip of 10705. Rain squalls between 1000 and 10005.
- K. Pritts, Keiser, Archembecult, Upton, Fagerland, Withee, Strait and Grawford.
- Jettisoned 14 ming tanks. 2500 x .50 cel expended.

OF A ATI MAL PRIDRITY SECRET.

## OPERATIONAL PRIORITY SECRET

1107H PACTICAL RECORNAL SEARCE EGUADRON 71st Recommeissance Group ADO 70

31 May 1945

MEA, SX-9, FD-47

V EVD

TO: A-2, 309th Bomb Wing, Air Limison Section, Sixth Army, G-5 Air, I Corps

## FINAL MISSION REPORT

- A. 151-9-22, Sq Mission No. 316, Sl May 1945, 110th Tag Ren Sq, 71st Ren Gp, two F-6's.
- B. VR /1.
- C. TO 1510/I. TOT 1325-1530/1. Th 1545/1. Alt. 500 ft. to min.
- D. Mission 25% incomplete due to weather.
- E. taru G. Wil.
- H. Obliques of IFIL bridge at 1830/1; of BARANGOUAY at 1845/1; of GARID FURTE at 1400/1; of bridge N. of AMULUMO at 1420/1; of bridge N. of ALCALA at 1440/1.
- 1. Route: VR #1 except BAGGIO to BONTOO.

  Could not contact REPHEW nor locate any concentration on Mips reported in vicinity of IPIL (16 deg 42 min N--121 deg 36 min E). Nest bank of GARANO HIVER a mile above and mile below was estimated 50 to 100 divilian dressed men, women, and children.

  Ipil bridge (16 deg 42 min N--121 deg 36 min E) apparently serviceable on one lane. Photos taken.

  Bridge N. of AMMILUNG (17 deg 50 min N--121 deg 43 min E) is serviceable. Bridge S. of AMMILUNG has sarviceable temporary bridge. Photos taken of both bridges.

  Bridge N. of ALCALA (17 deg 55 min N--121 deg 39 min E) has sections out of flooring. Would be serviceable for vehicular traffic by laying planking.
- J. CAGAYAN VALLEY, CAVU but building up towards North with 6/10 at 10,000 ft. South CARABALLO MTS: Solid from deck to 9000 ft. BAGUIO North, solid from deck to 18000-20,000 ft.
- K. Pilots: Wells, Mrugal.
- L. Nil.

## OPERATIONAL PRIORITY SECRET

110TH TACTICAL RESONALISANCE SCIADRON 71st Testical Reconnaissance Group APO 70

31 May 1945

EEA, SX-9, FD-47

A MAD

TO: A-2, 309th Somb Wing Air Lisison Section, Sixth Army G-3, Air, I Corps.

## FINAL MISSION REPORT

- A. 151-D-25, Sq Mission No. 317, 31 May 1948, 110th Tee Ren Sq. 71st Ren Gp, two F-6's.
- B. VR /2 and 4.
- C. TO 1515/1. TOT 1530-1530/1. TL 1600/1. Altitude minimuma.
- D. Mission 10% incomplete due to weather.
- E. thru H. Bil.
- Nil sighting of reported Jep concentration in vicinity of IPIL (16 deg 42 min N--121 deg 40 min B).

  P-51 \$55 with red nose and red and white stabilizer stripes parallel to fuselage bellied in about 15 miles NE of COMBON (16 deg 40 min N--121 deg 28 min N. Cockpit capty. Only visible damage to ship was prop and spinner had fallen clear of plane.

  One good hips type barracks still standing in wooded revetment area North end of GARIT HORTE STRIP (16 deg 40 min N--121 deg 40 min N).

  Bridge SE of TURAUNI (17 deg 16 min N--121 deg 49 min N) unserviceable but has cable stretched across river North of bridge. Signs of fording of river under sable. In meadow land vicinity of 17 deg 51 min N--121 deg 48 min N observed U/I individual leading haltered morse to Nest, did not wave or take cover. It miles NE were four men on saddled horses standing facing each other. Bid not wave or take cover. Identity unestablished.

  At 17 deg 58 min N--121 deg 37 min N sighted estimated 30 native type cances, 3 to 5 civilian dressed men in each cance, apparently without cargo. All were heading South. Next did not wave or attampt to take cover.

  Sor 9 nips barracks type buildings in wooded area on CAMIGUIN
- J. INLAND at 18 deg 53 min H--121 deg 52 min B.
- J. WX as reported on 151-0-22. BABUYAN 181ANDS: CAVU.
- K. Pilots: Johnson, McAllister.
- L. Nil.

## OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECURRAL SAMES AND ADDRESS
71st Reconsissens Group
APO 70

1 June 1945

BEA, SX-9, FD-47

V EVC

TO: A-2, 309th Bond Wing, Air Lieison Section, Sixth Army, G-3 Air, I Corps

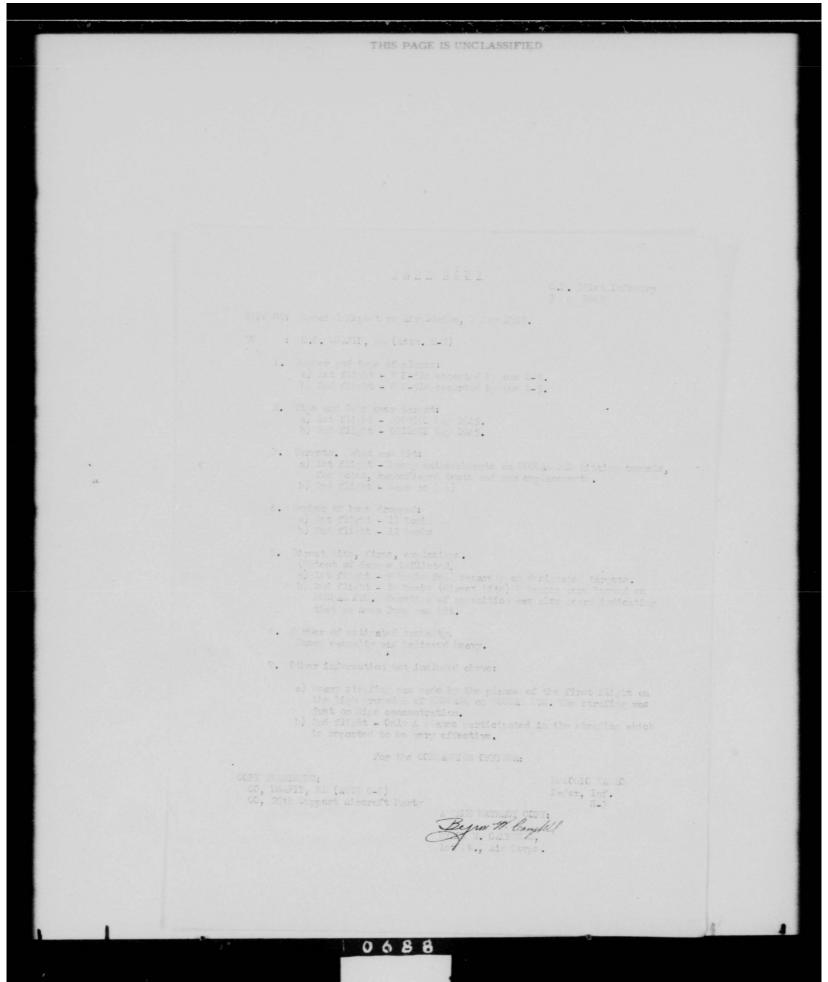
## DELAYED FINAL MISSION REPORT

- A. 151-D-41, So Mission No. 318, Sl Hay 1945, 110th Tag Ron Sq, 71st Ron Gp, two F-6's.
- B. Special Highway #5 reco.
- C. TO 1705/I. TOT 1750-1830/I. The st Mielson Field 1945/I. Altitude 5000 ft. to minimum.
  TO Nielson Field 010845/I. The 010930/I, GOATES.
- D. Mission completed.
- E. thru H. Hil.
- I. Route: Direct:
  In valleys and small lateral draws at 16 deg 16 min E--121
  deg 05 min I saw Jap bivouse areas, campufleged trucks, two
  large tanks, and dug in positions. Estimation of troops
  difficult due to campuflage and tree cover but pilot's
  opinion that there are more than 1000.
  No attack since this area restricted and could not contact
  BURNY who was off the sir.
- J. 5000 ft. ceiling, very hezy due to battle smoke. Rein North of BALETE PASS.
- K. Pilots: Kauffman, Koykka.

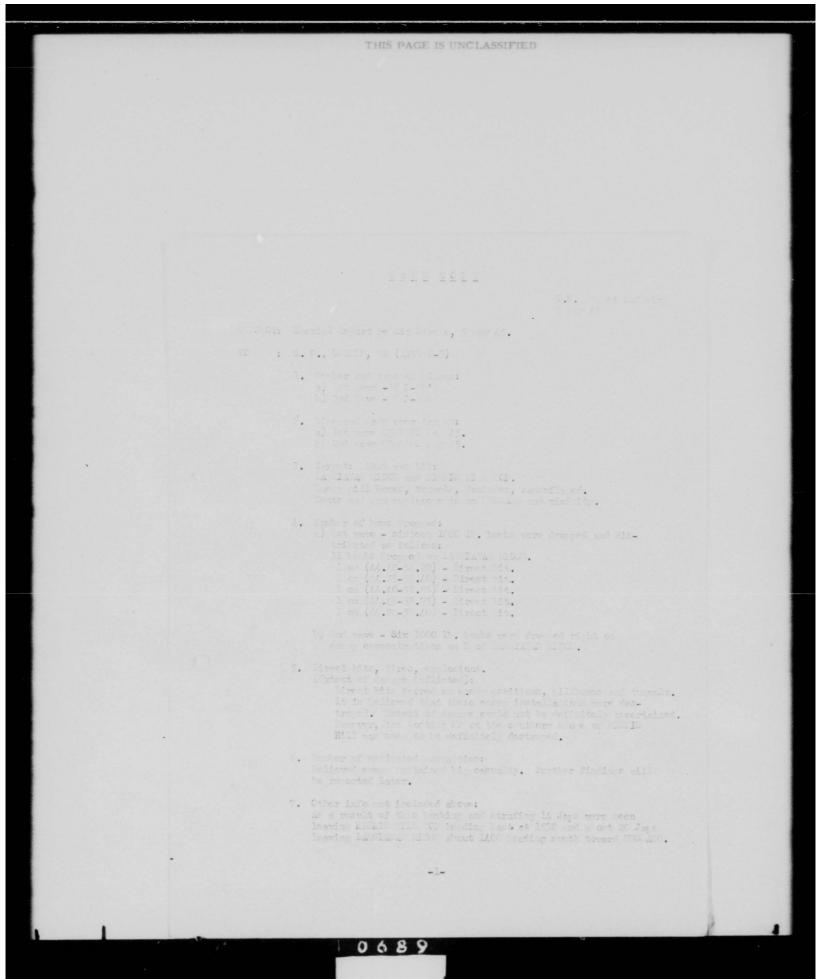
Pilots could not report sightings to BURNY who went off the air at 1800/I despite fact mission for Special Recco

Delayed report since weather forced mission to ROW at METLEON FIELD.

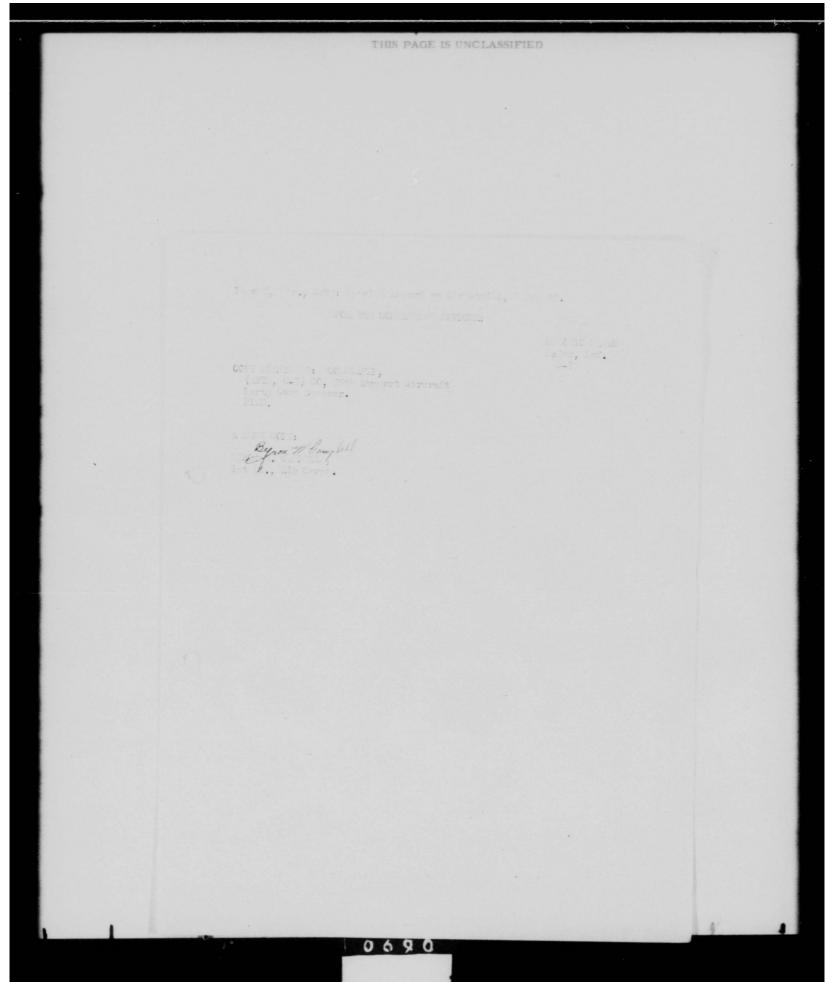
L. Nil.



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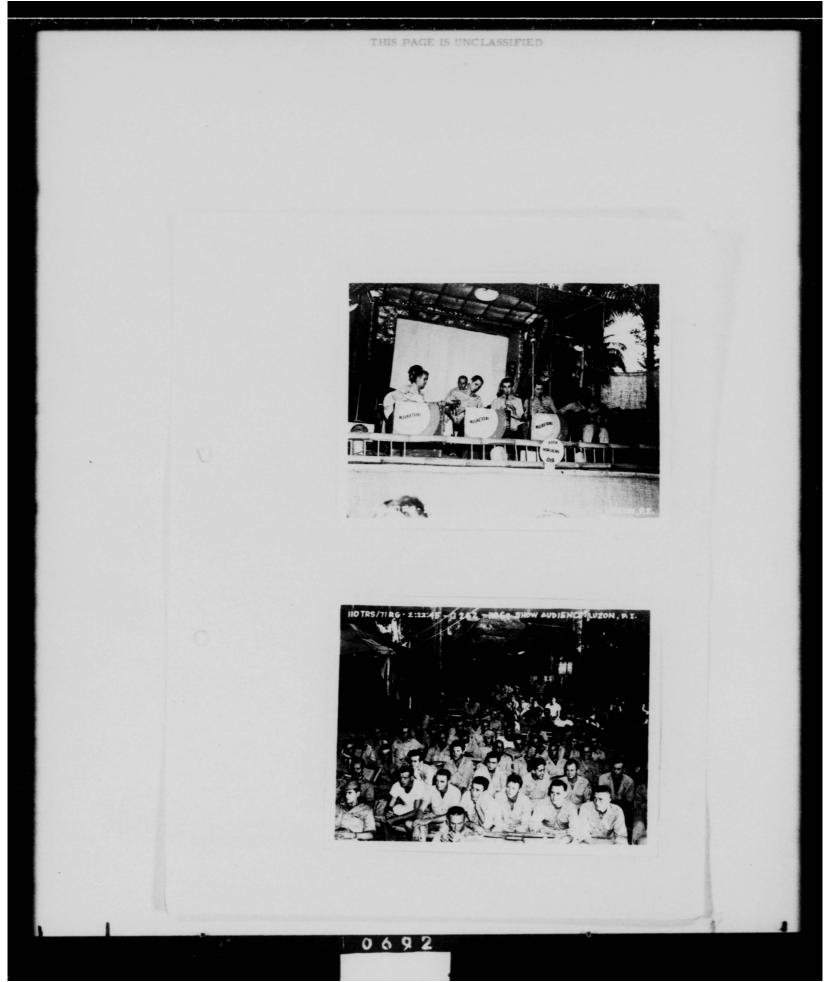
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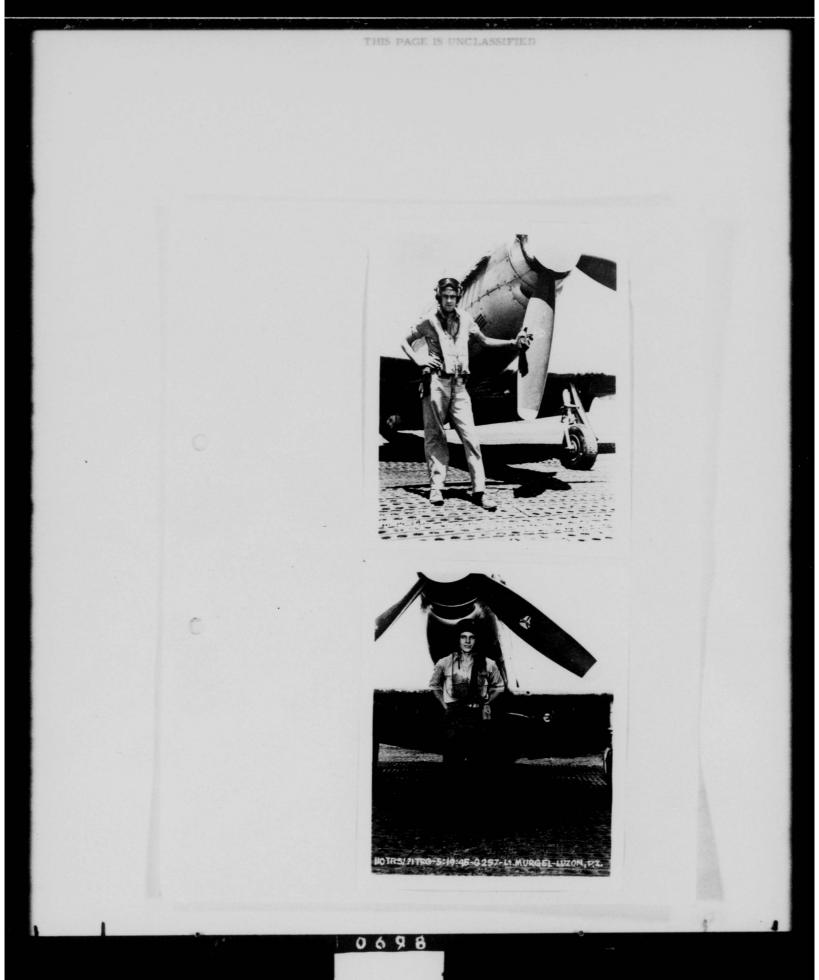
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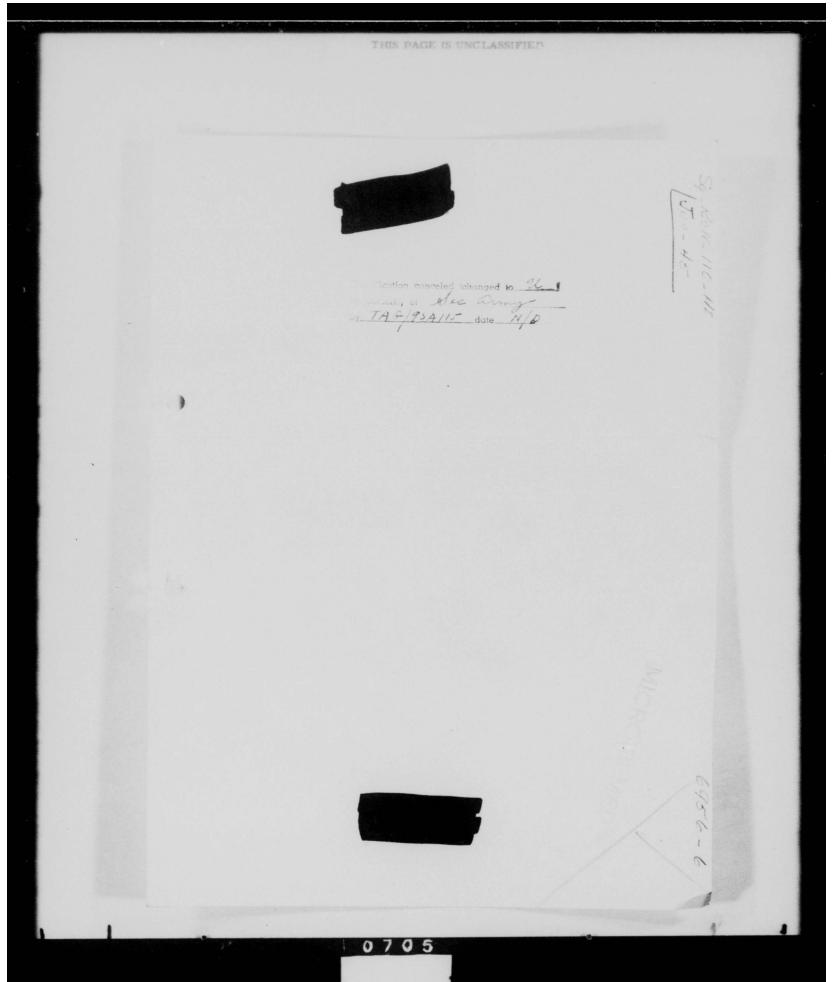




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SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 70

Auth: C.G. Init: Bulb Dates: 9-10-45

SQ-RCN-110-H1 [JUN 45

authority of See army

TAG- 18A 115 date N.D.

## DESIGNATION SHEET

June History Report.

Official designation, including number of unit and echelon in chain of command.

AIR FORCE: Fifth Air Force.

COMMAND :

WING : 91st Photo Wing Reconnaissance.

GROUP : 71st Reconnaissance Group.

SQUADRON: 110th Tactical Reconnaissance Squadron.

64P som

Has security classification been checked: Yes

Before W. Completed

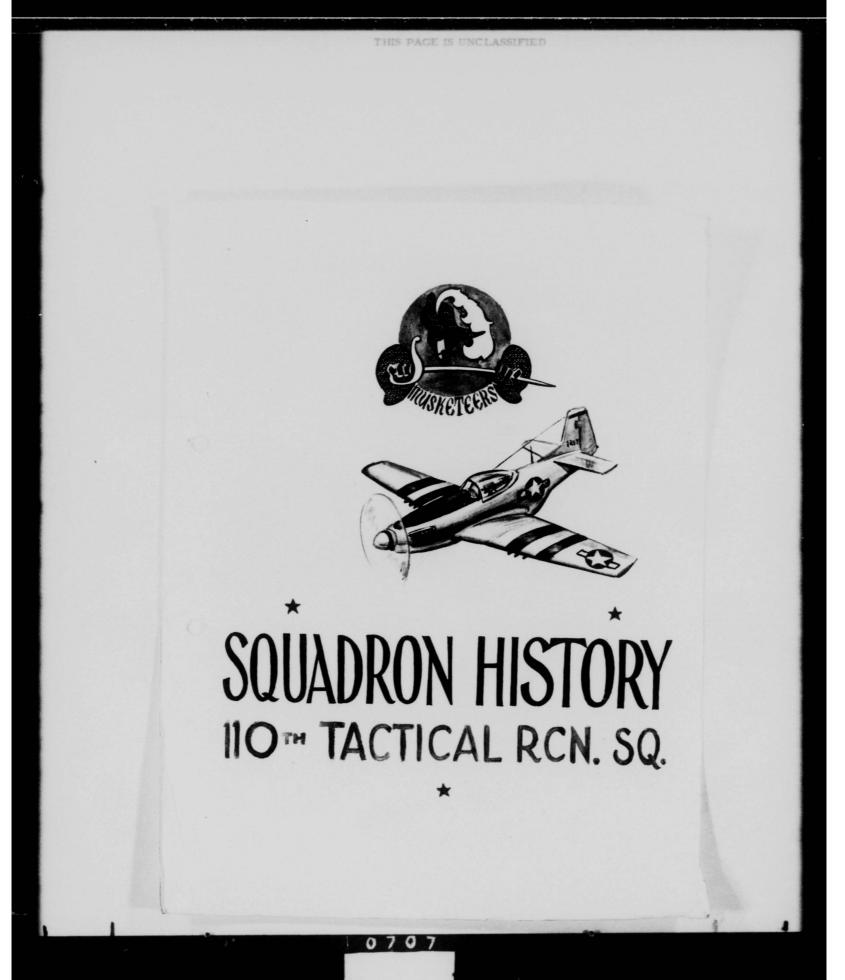
SYNON W. CAMPBELL,

1st Lt., A.C.,

Historical Officer.

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### SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP
APO 70

Auth: C.G. Init: Auth Date: 7-10-45

10 July 1945.

SUBJECT: Transmittal of Unit History.

TO : Commanding General, Army Air Forces, Washington, D.C.

1. In accordance with AR 345-105, and AAF Regulation No. 20-8, submit herewith the June 1945 History of this organization, which has been inspected and verified by the undersigned.

2. The material submitted was prepared by 1st Lt. Byron W. Campbell 0-562671, Air Corps. Facts and observations included in the narrative and not otherwise credited are based on the personal knowledge and opinions of Lt. Campbell.

GEORGE K. NOLAND, Major, Air Corps, Commanding.

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110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 70

INVENTORY FOR JUNE HISTORICAL REPORT.

5 Inclosures:

Inclosure No. 1------History

Inclosure No. 2-----Summary of Activities

Inclosure No. 3-----Mission Reports

Inclosure No. 4-----Photographs

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### SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 70

SECRET Auth: C.G. Init: Date:

238

10 July 1945.

SUBJECT: Historical Record and History of the 110th Tactical Recommaissance Squadron.

: Commanding General, Army Air Forces, Washington, D.C. (Thru Channels) TO

1. In compliance with AR 345-105, dated 18 November 1929, as amended by changes 1 and 3, dated 22 November 1930 and 9 March 1943, Fifth Air Force Regulation No. 20-8 and Army Air Forces Historical Officer's Circular as issued, the following historical data is submitted for the period of 1 June thru 30 June 1945.

a. No Change.

Changes in Organization:
(1) Squadron reorganized under T.O. & E. 1-267, dated
13 April 1945. b. Authority: General Order No. 970, Hq., F.E.A.F.

Strength.

(1) Personnel, commissioned and enlisted men. Flying Ground 0 and EM
43 11 238
4 1 16
9 0 21 (a) At beginning of period (b) Net increase during period (c) Net decrease during period (d) End of period

16 24 12

(2) Airplanes. (a) At beginning of period

6

(c) Losses 10

(d) End of period 20

d. Stations: Luzon, P.I.

Number of Sorties. (1) Reco 162. (2) Bombing and strafing. (a) Mumber of sorties 240.

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       (3) Miscellaneous Sorties 23
(4) Total Sorties 425
f. Bombs dropped and ammunition fired.
(1) Bombs dropped.
(a) Tons by type.

GP_M64 314 or 78.5
FS_M81 16 or 2.3
                                            314 or 78.5 tons
16 or 2.3 tons
                     FTW-75 NP
                                               96 or 24.0 tons
       (2) Amunition expended.
(a) Cartridge cal. 50, API, I, & T - 217,860
       (3) Results.
(a) Destroyed.
                    1. Trucks - 8
2. Command Car - 1
3. Sedan - 1
4. Unidentified vel
                          Unidentified vehicle - 1
                          Tanks - 2
                     6. Gun position - 1
7. Nipa buildings - 1
8. Nipa huts - 12
              (b) Probably destroyed or damaged.
                    1. Trucks - 4
2. Jeep - 1
3. Staff Car - 1
                          Tank - 1
                          Unidentified vehicle - 1
                          Bridge - 1
                          Nipa buildings - 3
                    7. Nipa buildings 8. Enemy aircraft - 3
g. Enemy attacks on our ground installations. Nil.
h. Ground battles. Nil.
i. Losses in action. Nil.
       Awards:
(a) The following officers were awarded the Distinguished
             Flying Cross for action against the enemy at Mindoro, Philippine Islands on 26 December 1945, when the Air Force repulsed a Jap Naval Task Force and damaged it by their persistent attacks to such an extent that the enemy was forced to withdraw.
             Pritts, Joseph M.
Peterson, Robert M.
Regan, Martin J.
Lewis, George G.
Huber, Thomas O. Jr.
Evans, John T.
                                                                       Captain
                                                                       Captain
                                                                       1st Lt.
                                                                       1st Lt.
                                                                       1st Lt.
1st Lt.
              Kennon Van
                                                                       1st Lt.
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(b) The following officers were awarded Air Medals for operational flight missions.

| Major   |
|---------|
| Captain |
|         |
| Captain |
| 1st Lt. |
| 1st Lt. |
| 1st Lt. |
| 2nd Lt. |
|         |

## k. Narrative.

January through June in Luzon. It had threatened to be a tough campaign, but had developed instead into a long and monotonous one. The back of the enemy had been broken in Leyte; more specifically, in Ormoc Bay, where he had thrown his troops indiscriminately into the already broken breech, and had lost division after division; the lions share, apparently, going down to destruction in Ormoc Bay at the hands of the "Musketeers" in "Warhawks." However, since those never to be forgotten days of November and December things were gradually tepering off in the campaign. Mindoro had been less active than Leyte, and Luzon was increasingly less active than either. Day after day of hitting the Nips had now nearly ended the campaign and we were gradually working ourselves out of a job, at least temporarily, for undoubtedly there was more to come. The Imperial Japanese Army that had so pompously and cruelly fought and killed and conquered in the Philippines, was now reaping the destruction it so richly deserved, and the harvest of Japanese dead was increasing daily.

The 110th Tactical Recommaissance Squadron was as usual doing its share. Daily missions were flown as before, consisting as in the past of dive bombing missions with "Frags", "Demos" and the new "Fire Bombs"; photographic, visual and armed recommaissance missions, flown almost daily, covering the entire enemy territory in Northern Luzon and never allowing the enemy to move undetected; cover missions for "Biscuit Bombers", the C-47's that were worth more to the U.S. Army than all the vengance or suicide weapons the Germans and the Japs were ever able to visualize; and fighter sweeps on Luzon and Formosa which gave pilots a chance for a little diversion.

Since most of the missions were pretty much routine and flying hours were less, the Squadron settled down into a mode of living that had been pretty well forgotten for some time. Tents now had floors in them; there was a movie with seats and only very very seldom was it disturbed by even the prospect of enemy planes. There were chances to go swimming too and time for games of volley ball and soft ball, until the rice paddy diamond reverted to its usual flooded state. The enlisted men and officers each had their own club and a celebration was hastily staged in either at the slightest provocation. The post exchange sold items long since forgotten, but certainly as enjoyable once more now that they could be obtained, as they were when they were commomplace.

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Cookies and candy and an occasional universally desired item such as a cigarette lighter, a watch or a bottle of shave lotion or hair shampoo, were available, and besides satisfying the desire of the men for something new, gave them a feeling of home by being able once more to obtain something that was not  $G_{\bullet}I_{\bullet}$ 

These things were enjoyable to all, but the men were not deceived, they knew that this was merely the calm before the storm and that soon they would be once more fully engrossed in a new and larger

Meanwhile, since these things were happening, let's look more deeply behind the scenes and find out a few more details.

First let us examine living conditions. They were the best the squadron had enjoyed for a long time, probably since some of the first bases in New Guinea. Certainly they were the most comfortable in the experience of the present narrator who joined the unit in Leyte. Tents had been inspected, replaced and waterproofed where necessary and are in excellent condition. Men were living in pyramidal tents with six to eight men to a tent. Through untiring efforts of the list Sergeant and Supply personnel, enough odds and ends of lumber had been obtained to raise all tents off the ground and provide serviceable floors. Tents were held up by frames of bamboo and waist high lattice work rails of bamboo circled each tent. Each man had provided his own personally designed frame for a mosquito net and shelves or storage places for clothes and personal items. The tents were numbered for easy identification and to enable the Charge of Quarters to locate a man to wake him for an early morning mission. Some of the men had elaborated slightly on the signs and one read:

SHORT ARMS HOTEL

RUMORS WANTED

You can get bored too.

Wash stands were more than just a place to set a steel helmet while dousing chlorinated water on your face. They now had shelves for sheving equipment and clay pots to hold a supply of fresh water readily available. Local Filipino furniture makers and carpenters were turning out tables, chairs, bureaus and even beds, and these items frequently graced a tent and satisfied the home making instinct of a married man or one hopefully waiting for that day when they could murmur those wows to the one waiting at home.

For sports, there was soft ball, until the occurrance of the aforementioned catastrophe; a volley ball court which was well used; there was a place to pitch horse shoes and a local carpenter had built a ping pong table for the enlisted men and one for the officers. For the not so active, the ever popular sports of "sacking" and "flapping of ruby lips in the breeze" were readily available.

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The squadron movie was popular, both with squadron personnel and the ever present Filipinos. Special Service presented some excellent programs and once or twice gave us movies that not only moved and talked but some that smelled as well. Occasionally gun camera films taken by pilots on missions were shown prior to a movie and these kept the ground crews and non-flying personnel informed as to the missions and the type targets the pilots were hitting and the results obtained. Fair or stormy the movie was held, and when it did rain, the majority of those present remained through the entire picture, ignoring the deluge. It is regretable that no provisions can be made to hold the movies in a sheltered spot, but even the mess hell, the largest structure in the squadron, could not quite accommodate all that would attend.

The Post Exchange was well stocked once a month with items that were hard to get and desired by all. Items that were insufficient to go the rounds of all that desired them were raffled off, the winner getting the opportunity to buy the desired item. Things that were disposed of in this way were cigarette lighters, watches, knives, pens, pencils, ink, shampoo and other items not obtainable before. There was usually enough candy and cookies so that each man could have sufficient.

Apparently with the cessation of hostilities in Europe, more shipping could be spared to move supplies to the Pacific, for food was becoming more plentiful and more appetizing. The old diet of bully beef and hotcakes was now frequently varied with fresh meat, eggs and butter, and similiar items delightful to the taste.

Tactical operations for the month of June were nothing spectacular. A summary of three missions flown during the month is outlined below.

On June 1st, eight F6K'S flew a mission to the western part of FORMOSA to attack targets of opportunity. Two TOJOS were strafed and damaged, a lugger also strafed and damaged, three trucks were strafed and hit with results unobserved, and twenty one Nips were killed or seriously wounded. While the planes were returning and as they were making a turn, Lt. NYE'S plane, flying the wing position to Lt. WITHEE, chewed off the tail of Lt. WITHEE'S plane. Both pilots parachuted out and were sighted by the other planes in the flight, waving as planes passed overhead. One pilot was in a Mae West and the other pushing his rubber boat. As the planes left the area, a PLAYMATE, which is the code name of PBY rescue plane, was letting down on the base leg to rescue the pilots. Shortly after the flight reached the base, information was received that both pilots had been rescued and were safe. However, later that afternoon, additional information was received that Lt. WITHEE was rescued but slightly injured, necessitating hospitalization at CLARK FIELD. Lt. NYE was not rescued as previously reported. He had landed safely and was apparently all right, but had evidently been injured in the crash and because of this was weak from loss of blood and could not extricate himself from his parachute shrouds and drowned.

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Earlier in the day of 1 June, six planes took off on a similiar mission to FORMOSA and destroyed two trucks and damaged another.

Two FKK'S flying a special recommaissance mission of Highway #5 through the Cagayan Valley on 5 June accomplished the following results: Four strafing passes destroyed a loaded truck; 4 more passes fired and destroyed a large bus type vehicle; one other truck was hit and destroyed and other vehicles and targets were strafed and hit without visible damage.

In past months there has been a myriad of missions that could be summarized and be an interesting outline of the performances and accomplishments of the Squadron. However, as stated before, each month spectacular missions become increasingly scarce, and this month there is little to write about or to elaborate on for the history. Most of the missions could be summarized in one or more of the following lines.

Mission 100% completed.

Mission 50% completed due to weather over northern part of Cagayan Valley.

Bombed and strafed as directed by (Ground support station.)

Fifteen (15) bombs in target area. One bomb hung up and fell 100 yds north of target.

All bombs in target area but results unobserved due to heavy foliage.

Five (5) Mipa shacks burning when planes left target.

Good concentration of hits in five trucks but no fires or other observed results.

According to evaluation standards set up by Intelligence of Higher Headquarters, practically every bombing mission, whether with demos or Napalm, secured excellent results. However, with the Nips digging in caves like rats and remaining concealed in wooded areas at all times, it is not surprising that the Squadron should be able to secure excellent results and yet not be able to visualize them. The efficiency of the Nips at concealment manifests itself when a "Recco" Squadron with experienced personnel such as this squadron has, cannot sight the hidden Sons of Heaven.

Things were pretty much routine in all sections during the month. There was time and opportunity now to order new equipment and spare parts and to make changes and innovations that had long been contemplated but never attempted because of the manner in which we had been operating.

Men had an opportunity for a day or two off to visit friends in near by units or to go sightseeing in Manila or the Clark Field area. There were local celebrations put on by the Filipinos that weren't exactly what the men were used to, but at least they could become imbued with a carnival spirit that had long been lacking.

The Communications Section performed the usual routine duties of communications, and repair and maintainance of radios in the planes.

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Occasionally, after one of the many rainstorms encountered in this area, all telephone circuits were inoperative, but maintainance work was begun immediately and contact was soon restored.

The Photo Section performed its usual duties of developing and printing photos for Sixth Army and Higher Headquarters and also made portraits of each man newly arrived in the squadron. During off hours some of the men took a Bus Mans Holiday and hunted the surrounding country side for typical photos of the Philippines and Filipinos. Many of these photos can be seen in the back section of this history. The section produced, during the month, 2,177 negatives and 11,275 prints for the Sixth Army and flew a special mission photographing the paratroop landing at Camalaniugon, Cagayan Province, Luzon, Philippine Islands.

Headquarters was extremly busy on numerous reports of all kinds due to a change in T/O that went into effect on 20 June and also because of the Readjustment and Rehabilitation program which was still undergoing change.

The new Table of Organization that had gone into effect had made little change in the operation of the squadron. There were cases in which personnel or equipment were surplus and cases where one or the other was short. However, it was to early to decide definitely the advantages or disadvantages of the new T/O.

Under the provisions of the Readjustment Program, ten men of this organization were returned to the United States, leaving the organization on 15 June 1945. The following named men were the lucky individuals.

1st Sgt. Arthur P. Rethemeyer T/Sgt. Reno E. Merli S/Sgt. Jack D. Thompson S/Sgt. William P. Davis Cpl. Earnest C. Perkins M/Sgt. John H. Muntain T/Sgt. Herbert J. Vallet S/Sgt. Norvel H. Tuck S/Sgt. Robert K. Richardson Cpl. John L. Stutz III

For the second time since the organization has been overseas, promotions among enlisted men were announced. Due to the new T/O openings were available and the promotions made accordingly. There were many men deserving additional stripes but all men deserving could not hope to be promoted. Prior to a movie on the 21st of June, the Commanding Officer announced the promotions as follows.

Technical Sergeant William D. Hanks to Master Sergeant.
Technical Sergeant Christ P. Hrastich Jr. to Master Sergeant.
Sergeant William F. Weakley to Staff Sergeant.
Sergeant Edward T. Black to Staff Sergeant.
Corporal Russell N. Shea to Sergeant.
Corporal Maurice W. Peavy to Sergeant.
Corporal Howard Hochstein to Sergeant.
Corporal Ralph E. Pool to Sergeant
Corporal Oscar J. Cormier to Sergeant.
Private First Class Ralph L. Copeland to Corporal.

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Private First Class Harry Gaide to Corporal.
Private First Class Clifford M. Dewey to Corporal.
Private Henry H. Fookes to Private First Class.

Under the provisions of Paragraph 1 or 4 of War Department Circular 372, 1944, four officers of this organization were returned to the United States because of combat fatigue or upon completion of a normal tour of flying duty in this theatre. These officers were:

Captain Robert M. Peterson 1st Lt. Daniel A. Brattoli 1st Lt. Martin J. Regan 1st Lt. Conroy J. Fagerland 1st Lt. Eugene T. Sheridan Jr.

> BYRON W. CAMPBELL, Ist Lt. Air Corps, Historian.

One other Flying Officer was evacuated to the United States also, but in a manner that few persons would be willing to accept. A young flying officer who had been overseas just about six months lost control of himself and went out of his mind. He was a well liked, high strung individual, and his condition was undoubtedly brought on by prolonged worry about his wife who had been expecting a baby. His condition was not too serious, in that it probably will not be permanent and can be soon corrected with proper care, so that he would soon be as good as ever.

Such is the history of the 110th Tactical Reconnaissance Squadron for the month of June. January through June in Luzon. June through \_\_\_\_\_\_\_ in \_\_\_\_\_\_?

## SECRET

# 110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO

Auth: C.G. Init: But Date: 10-7-42

8 July 1945.

Summary No. 16 Summary of activities for the period 1 June - 10 June 1945.

- A. Surface vessel and submarine sightings:
  - One lugger sighted at Formosa.
     One barge sighted at Marana.
- B. Surface vessels and submarines destroyed: Nil.
- C. Surface vessels and submarines damaged: Nil.
- D. Barges destroyed: Nil.
- E. Barges damaged: Nil
- F. Enemy aircraft destroyed in air: Nil.
- G. Enemy aircraft destroyed on ground: Nil.
- H. Enemy aircraft damaged in air: Nil.
- I. Enemy aircraft damaged on ground:
  - (1) Two enemy aircraft damaged by strafing at DAIEN. 1 June. (2) One enemy aircraft damaged by strafing at GARIT NORTE. 7 June.
- J. Ground installations destroyed:
  - (1) One truck destroyed by strafing at ARITAO. 2 June.
    (2) One truck destroyed by strafing at DUPAX. 5 June.
    (3) Four trucks destroyed by strafing at SAN ANTONIO. 5 June.
    (4) One bus type vehicle destroyed by strafing at SAN ANTONIO. 5 June.
    (5) One command car destroyed by strafing at SAN ANTONIO. 5 June.
    (6) Two tanks destroyed by strafing at GARIT NORTE. 9 June.
    (7) One nipa hut destroyed by strafing at BANBANG. 3 June.
    (8) Seven nipa type buildings destroyed at MARANA. 6 June.
    (9) One nipa hut destroyed at TUCUECARAC by strafing. 6 June.
- K. Ground installations damaged:
  - (1) Three trucks damaged by strafing at SAN ANTONIO. 5 June.
    (2) One American type jeep damaged by strafing at BAYOMBONG. 5 June.
    (3) One staff car damaged by strafing on mountain trail. 6 June.
    (4) Two buildings damaged by strafing at MARANA. 6 June.
    (5) One small bridge damaged by bombs at PICGATAN. 10 June.

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- L. Estimated number of enemy troops killed or wounded:
  - (1) Twenty seven enemy troops. June 1 30.
- M. Our planes lost through enemy action; Nil.
- N. Our planes seriously damaged by enemy action: Nil.
- 0. Our personnel killed or missing in action: Nil.
- P. Our personnel wounded in action: Nil.
- Q. Interception: Nil.
- R. Bombs dropped by type:
  - (1) Bomb, demo, 500 lb. (2) Bomb, 260 lb. (3) Tank, Napalm, 75 gal.

11.50 tons 2.6 tons

- S. Ammo expended by type:
  - (1) Cartridge cal. 50, API, I, & T, 84,200.
- T. Number of combat missions flown: 39.
- U. Number of combat sorties flown: 1/41.
- V. Combat time: 365.
- W. Total flying time: 367:40

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## SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 70

SECRET Init: Bush Auth: C.G. Date: 10-7-40

8 July 1945.

Summary No. 17. Summary of activities for the period 11 June - 20 June 1945.

- A. Surface vessel and submarine sightings: Nil.
- B. Surface vessels and submarine destroyed: Nil.
- C. Surface vessels and submarines damaged: Nil.
- D. Barges destroyed: Nil.
- Barges damaged: Nil.
- Enemy aircraft destroyed in air: Nil.
- Enemy aircraft damaged in air: Nil.
- Enemy aircraft destroyed on ground: Nil.
- I. Enemy aircraft damaged on ground: Nil.
- J. Ground installations destroyed:

  - (1) One truck destroyed by strafing at Highway #4. 18 June.
    (2) One unidentified vehicle destroyed by strafing at LOO. 17 June.
    (3) One medium gun position destroyed by strafing (17 deg 05 minN121 deg 09 minE) 15 June.
    (1) One building destroyed by bombing at LAWOG. (16 deg 18 min N

  - (4) One building destroyed by bombing at LAWOG, (16 deg 48 min N 121 deg 14 min E) 14 June. (5) Four nips huts destroyed by bombing at IGUIG, (17 deg 45 min N - 121 deg 14 min E) 12 June.
- K. Ground installations damaged:

  - (1) One truck damaged by strafing on Highway #4, (15 deg 40 min N 121 deg 13 min E) 11 June.
    (2) One tank damaged by strafing on Highway #4, (16 deg 30 min W 121 deg 05 min E) 15 June.
    (3) One building damaged by bombing at TUGUEGARAO, (17 deg 37 min N 121 deg 44 min E) 19 June.
- L. Estimated number of enemy troops killed: Nil.
- M. Our planes lost through enemy action: Nil

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- N. Our planes seriously damaged by enemy action: Nil.
- 0. Our personnel killed or missing in action: Nil.
- P. Our personnel wounded: Nil.
- Q. Interception: Nil.
- R. Bombs dropped by type:
  - (1) Bombs, demo, 500 lb: 45 tons
- S. Ammo expended by type:
  - (1) Cartridge cal. 50, API, I, & T, 75,550
- T. Number of combat missions flown: 45
- U. Number of combat sorties flown: 146
- V. Combat time: 394:20
- W. Total flying time: 413:05

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110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 70

Auth: C.G. Init: Auth Date: 10-1-47

8 July 1945.

Summary No. 18. Summary of activities for the period 21 June - 30 June 1945.

- A. Surface vessel and submarine sightings:
  - (1) Two 25 x 5 ft. nips camouflaged boats at (16 deg 24 min E = 122 deg 14 min N) 22 June.
- B. Surface vessels and submarines destroyed: Nil.
- C. Surface vessels and submarines damaged: Nil.
- D. Barges destroyed: Nil.
- E. Barges damaged: Nil.
- F. Enemy aircraft destroyed in air: Nil.
- G. Enemy aircraft destroyed on ground: Nil.
- H. Enemy aircraft damaged in air: Nil.
- I. Enemy aircraft demaged on ground: Nil.
- J. Ground installations destroyed:
  - (1) One sedan was destroyed by strafing at (17 deg 55 min N 121 def 42 min E) 22 June.
- K. Ground installations damaged:
  - (1) One unidentified vehicle was damaged by strafing at PALLUA, (17 deg 31 min N 121 deg 42 min E) 22 June.
- L. Estimated number of enemy troops killed: Unknown.
- M. Our planes lost to enemy actions: Nil.
- N. Our personnel killed or missing in action: Nil.
- 0. Our planes seriously damaged by enemy action: Nil.
- P. Our personnel wounded: Nil
- Q. Interception: Nil.

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- R. Bombs dropped by types:
  - (1) Bombs, demo, 500 lb. 27.50 tons (2) Tanks, Napalm, 75 gal. 3150 gal.
- S. Ammo expended by type:
  - (1) Cartridge cal. 50, API, I, & T, 58,110
- T. Number of combat missions flown: 28
- U. Number of combat sorties flown: 138
- V. Combat time: 337.20
- W. Total flying time: 379:35

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OPERATIONAL PRIORITY SECRET

110TH TASTICAL RECORNAL SEAFOR SEVADRON 71st Reconneissance Group APO 70

1 June 1945

ERY A EAD

To: 309th Bomb Wing, A-E.

- A. 152-B-41, Sq Mission No 320, 110th Tas Ron Sq, 71st Run Sp, 1 June 1945, sight 7-6's.
- B. Tergets of opportunity on west FORMOOA.
- 0. TO 1125/1 TOT 1500-1500/1 TL 1710/1 Alt. 10,000 ft. to min.
- D. Mission completed. One individual strafing pass on lugger at anchor in river at 25 deg 06 min E-121 deg 26 min E, obtained hits but no One individual strafing pass on 7 uniformed individuals with packs running for house at 25 deg 08 min N-121 deg 28 min N, resulted in splattering five over landscape. observed results. One individual strafing pass on 4 men repairing truck tire at 25 deg 07 min E-121 deg 32 min E, resulted in killing four and hits but no fire from truck. One individual strafing pass on 6 U/I individuals on river bank by 15 ft. boat at 25 deg 04 min N-121 deg 34 min E, killed four. One individual strafing pass on parked and semouflaged truck at 25 deg 06 min N-121 deg 51 min N, obtained hits but no fire at time of pass. One individual strafing pass on G.I. building at mining property at 24 deg 51 min N-121 deg 16 min E, with hits but no observed results. One individual strafing pass on moving truck passing through slump of trees at 24 deg 50 min E-121 deg 12 min E, with results unobserved due to trees. One individual strafing pass on two TOJO's wing tip to wing tip and two men sitting on wing of one plane, probable location DAIRN A/D (25 deg 04 min E-121 deg 14 min E), resulted in shooting two men off wing and hits on both planes with no observed results.
  One individual strafing pass on 3 U/I individuals standing in river at 24 deg 42 min K-120 deg 59 min E, killed two. One individual strafing pass on two khaki cled individuals in dry stream bed in same vicinity, killed both.
  One individual strafing pass on same with five U/I individuals in river at 24 deg 34 min K-120 deg 50 min E, killed four.
  At 1500 ITEM, Its. Withee and his wing man were in turn, as wingman slid under withee's plane his prop churned off withee's tail. Both pilots perachuted out, and were sighted waving at flight, one in Mac West, other pushing rubber baft, in water botween SASAGI-SHIMA and mainland at 25 deg 43 min K-120 deg

OF min R. Filots were about 100 yards spart in water as FLAYMATE was letting down on base leg of its approach. Information since Flight landed that both pilots recovered safely and on way back in FLAYMATE.
Our losses: 2 F-6K's.

- E. through H. Fil.
- I. Route: Direct.

  Probable location 24 deg 57 min N-121 deg 18 min E, observed 20 or 30 forty foot poles scattered throughout erea froming square pattern. Large two story building to east of poles. Serviceable sod runway with many sod covered revenuents, many small frame buildings about 10 by 10 ft. Probable location DAIRE (25 deg 04 min N-121 deg 14 min E). No A/A positions observed.

  On CHRUHAN A/D 24 deg 43 min N-120 deg 53 min E, observed five camouflaged aircraft of unknown serviceability parked along runway.

  On KORYU 24 deg 40 min N-120 deg 49 min E, observed eight camouflaged A/C of unknown serviceability also parked along side of runway.

  4 camouflaged power driven launches at anchor in mouth of river at 23 deg 46 min N-120 deg 13 min E.

  5 or 6 75mm or 88mm A.A. in dug-in positions on small knoll in vicinity of 24 deg 35 min N-120 deg 45 min E.
- CAVU, on route and over west FORMOSA. FORMA moutaging severed by sumulus to 20,000 ft.
- K. Moland, Howers, Hammond, Rycroft, Withee, Hye, Kreiger and Modlister.
- L. 8900 I .50 cal.

18 % 75 gal. wing tanks jettisoned.

# OPERATIONAL PRICEITY SECRET

## 110TH TAGRICAL REDOFFRAISEANCE SAJADRON 71st Reconneissance Group APO 70

1 June 1945

A DAD

TO: 309th Bonb Hing, A-2.

- 152-0-40, Sq Mission Ro 519, 110th Tax Ron Sq, 71st Ron Sp, 1 June 1945, eight F-6's.
- Targets of opportunity on east coast of FORMOSA.
- C. TO 1110/1 TOT 1380-1410/1 TL 1840/1 Alt. 11,000 ft. to min. One mechanical MARU landed at 1645/1.
- 8 individual straffing passes on two parked semouflaged D. Mission completed. tricks at 25 deg 15 min 5-121 deg 20 mins. B, resulted in destroying both trucks by fire. E individual strating passes on parked easouflaged truck at 24 deg 48 min H-121 deg 45 min B, obtained hits but no fire at time of passe.
- E. through F. Mil.
- G. Moderate, light, inaccurate at 500 ft. from positions at reil junction at 25 deg 07 min N-121 deg 43 min N. Moderate, light, medium, accurate at 100 ft. eltitude from CIRAN A/D (24 deg 45 min N-121 deg 44 min N), holing two planes.
- H. Mil.
- I. Route: Direct.
  4 biplanes camouflaged in revetments moutheast of dirt strip at WHAR (24 deg 45 min R-121 deg 44 min E).
- J. WK: CAYS up. 7/10 light ounulas between 2000 and 4000 ft. on eastern FORMOSA.
- Peterson, Goble, Rells, Erugal, Ruber, Etchison, Ogle and goodh.
- I. 16 I 75 gal. wing tanks jettisored.

I .50 sal.

OPERATIONAL PRIORITY SECRET

OPERATIONAL PRIORITY SECRET

71st Reconnaissance Group

A EAC

2 June 1945

DLA. SK-9, FD-47

TO: A-2, 309th Bomb Wing, Air Lieson Section, Sixth Army, C-3 Air, I Corps.

- A. 183-D- , Sq Mission No 321, 110th Tac Ron Sq, 71st Ren Sp, 2 June 1945, two F-6's.
- B. Special Highway # 5 Recoo.
- 0. TO 0615/1 TOT 0630-0800/1 TL 0815/1 Alt. 10,000 ft. to deck.
- D. Mission completed.
- E. through H. Wil.
- I. Houte: Direct. All sightings reported to MUNNY. On ridge overlooking Highway at 16 deg 17 min N-121 deg Ol min E, were two large caves 10 by 6 ft. opening on one, 8 by 4 ft. opening on other, and on top of ridge above caves were 8 dug in circular gun positions 15 ft. diameter with 5 ft. revetment. Occupancy unknown due to long early morning shadows. Between ARITAO and BORE on ridge slope commending Highway # 5 to east were four more ouves. From DUPAK (16 deg 17 min E-121 deg 05 min E) and as far south as TABOUNG (16 deg 16 min E-121 deg 05 min E) were tank tracks leading into wooded hills to east and south of this valley. In area between DUPAX and ARITAD observed many new mips type shacks estimated 125 or more in small clusters. In vicinity of each cluster of huts were many fox holes, and next to houses were large covered trenches. Civilian dressed men, women and children standing around each cluster of hute. At 16 deg 17 min N-121 deg 04 min E, was small lean-to with what appeared to be covered trench running from lean-to east to river. On east side of hill at 18 deg 28 min M-121 deg 05 min M, were eight for noise, on west side of this hill was trail, possibly suitable for truck leading to cave half way up hill.
- J. 2/10 light stratus clouds at 1000 ft. north of BONE. South of BONE, solid from deak to 2000 ft.
- K. Johnson and Conners. Two large caves at 16 deg 17 min N-121 deg 01 min E, would be good napalm skip bombing targets.
- 1. Mil.

OPERATIONAL PRIORITY SECRET

OFERATIONAL PRIORITY GEORGE

### 1107H TACTICAL ROOMEALSCANCE SCHADROE 71st Reconnaissance Group APO 70

2 June 1945

NEA, SX-9, FD-47 V NYC

TO: A-2, 309th Somb Wing, Air lieison Section, Sixth Army, U-5 Air, I Corps.

- A. 152-D-40, Sq Mission No 322, 110th Tee Ren Sq, 71st Ron Gp, 2 June 1945, two F-6's.
- B. VA / 1.
- C. TO 0815/1 TOT 0830-1015/1 TL 1045/1 Alt. minimus.
- D. Mission completed.
- E. through H. Hil.
- 1. Route: VR # 1. Tree scross lateral road at 15 deg 36 min N-120 deg 45 min B, forming road block. Probable location, hill top at 15 deg 50 min N-121 deg 05 min B, was Guerilla arrow pointing south and 1100 yards to wooded area near creek. Only sighting in indicated area were three men dressed in white clothes. No attack due to restrictions.
- J. North of BAGGIO, S/10 cumulus between 5000 and 9000 ft. lowering to deck with 5/10 vicinity of BONTOC. South CAGAYAN VALLEY, CAVJ.
- E. Voegeli and Loykka.
- L. Nil.

OF REATIONAL PRIDRITY REGRET

OF BRATIONAL PRIGHTY SHORET

1107H TACTICAL RECORDAL SEARCE SQUADROR

Vist Resonneissence Group

APO 70

2 June 1945

EFZ, SK-9, FD-47

A HAG

- TO: A-2, 300th Bomb Wing, Air Lieison Section, Sixth Army, G-3 Air, 1 Corps.
- A. 183-0-41, Sq Mission No 323, 110th Tee Ren Sq, 71st Ren Op, 2 June 1945, two F-6's.
- B. TR # 2 & 3.
- 0. TO 0800/1 TOT 0820-1045/1 Th 1100/1 Alt. 4000 ft. to min.
- D. Mission completed.
- B. through H. Fil.
- I. Route: YR 2 & S.
  - All small villages along DURUM RIVER (18 deg 03 min R-121 deg 30 min R), were eftre from morning air attacks. Two large buildings were emitting large clouds of black smoke to 2000 ft.
- J. EX: Proific coset and CACATAN VALLEY, CAVE. 7/10 from 4000 to 10,000 ft. over CARABALLO MTG. between PATAPAT and BACULO.
- K. Etchison and Lawson.
- L. Mil.

OPERATIONAL PRIORITY SECRET

OPERATIONAL RELORITY SECRET

11078 TACTICAL RECONSALSCANCE STADEON 71st Reconnected and 70

2 June 1945

EFE, SX-9, ED-47 Y EVD

TO: A-2, 309th Bomb ling. Air Lieison Section, Sixth Army, G-3 Air, I Corps.

- A. 158-0-45, SQ Mission No 524, 110th Tac Ren SQ, 71st Ron Sp, 2 June 1945, 500 F-6's.
- B. Special Highway 5 Recco.
- C. TO 1030/1 FOT 1045-1185/1 TL 1200/1 Alt. minimum Planes lended early due to machanical trouble.
- D. Rission completed. With elecropos through BULLY made 4 individual strafing passes on cambuflaged truck 1800 yards west of ARITAG (16 deg 18 min 8-121 deg 02 min E) destroyed truck by fire.
- E. through T. Fil.
- G. Intense, light, accurate that not holds) at minimum altitude from positions in vicinity of 16 deg 17 min h-121 deg 00 min E.
- H. Obligues of essouflaged truck 1500 yerds west of ARITAG (15 deg 18 min E-121 deg 02 min E) at 1115/1.
- I. Mosts: Direct.
  Reported all observation to BHRY. Observed Jap tank smoking in ravine about 1500 yerds on of BONE (16 deg 24 min K 121 deg 05 min 3).
  Concentration of hips buts and civilian dressed individuals in vicinity of 16 deg 24 min K 121 deg 05 min E.
  4 or 5 deves on southern slope of hill at 16 deg 21 min K 121 deg 04 min K.
- J. SAWU over Resco area. BALAYS PASS area 4.10 ceiling at 6000 ft.
- K. rohembeault, Crawford.
- 1. 700 x .50 cal expended.

OF BRATI MAL PRIORITY SECRET

OF ER THE MAL PROPRITY SECRET

110TH TADTICAL RECORDAL MANCE STORR TO 71st Recommissioner Group

2 June 1945

KFZ, SK-9, FR-47 V EVC

To: 4-2, So9th Bomb Wing, Air Liminum Mertion, Winth Army, 6-3 Air, I corps.

PINAL HI 1 TH REPORT

- A. 185-0-42, 39 Hission No 328, 110th Tac Ren 39, 71st Ren 39, 2 June 1945, two F-6's.
- B. VR-1.
- c. TO 1305/I TOT 1520-1530/I TL 1600/I Alt. 800 ft.
- D. Mission 18% incomplete due to Tx.
- A. Through G. Bil.
- H. Obliques of BARARGOMAG (18 deg 30 min N 121 deg 40 min E) at 1415/1238.
- No. Route: VR except BACCIO to BURTOO.
  Hil nighting of arashed B-35 in CURRENT river eres or area to North as reported by Nephew 4.
  No eighting not proviously reported.
- . J. Wenther as reported on 183-0-48.
  - M. Wells and Keaffman.
  - L. Fil.

OPERATIONAL PROPRIET ABJACT

110TH PASTICAL REGISSRAI WARDS OF SUPERIOR FOR THE RECORDED AND TO

2 June 1945

RFZ, SA-9, FO-47 V 8VO

TO: A-2, 309th Boad Sing, Air Lisimon Section, Sixth Army, G-S Air, I Corps.

PINAL CLEEN TO CORT

- A. 153-0-45, % Mission Bo 386, 110th Tac Ren Sq, 71st Ren Gp, 2 June 1945, Two 7-6's.
- B. VH 2 & S.
- 0. TO 1265/I TOT 1010-1515/I 71 1505/I Alt. min.
- D. Histon completed.
  One individual strafing pass on .E.F. of U/A serviceability
  and three men who jusped from it us plans approached at min all
  obtained good hits on long burst but results unobserved due to
  tree cover in area 600 yerds meat of mispoint H-D TUSUMBARAD
  KUN AY (17 deg 19 min B 121 deg 42 min h).
- E. through H. Mil.
- I. Route: VR 2 & 3.

  Fire with black smoke 3000 or 4000 ft. and smoke ring on top from wooded area in vicinity of 18 deg 55 min N 121 deg 39 min N, fire was sauttered throughout area.

  On Heat bank of FIRACANALAN RIVER just Borth of highway 5 at 17 deg 37 min N 121 deg 45 min N was 40 ft. pole guy orted by guy wires.
- J. Pacific quest 3/10 between 4000 and 5000ft. Suthern GARABALLO ATS, N of BASUID and SINGA MADE ranges solid from Mt. tops to 25000 and 30000 ft. was an opening or two for flight to get through. Opening values 6/10 to 7/10 3000-4000 ft. and building up. Visability of 2 to 2 miles because of here.
- K. Lewis and Ksisor.
- L. 300 x .50 asl ammo expended. (est.)

0/52

OFE ATTEMAL PRIMRITY PROBET

110TH TACTICAL HAD WAR I MAPOR MUMORON 71st Reconnaissance Group APO 70

2 June 1945

EFZ, 12-9, FD-47 7 EVD

TO: A-2, BOSta Bomb Wing, Air Listeon Section, Sixth Army, 9-3 Air, 1 Corps.

FIFAL MISSION REPORT

- A. 153-0-46, 10 Rission No 327, 110th Tac Ron Sq. 71st Ren Sp. 2 June 1946, two F-6's.
- B. Thote bridges bembed on Mighway 5.
- C. TO 1850/1 TOT 1430/1-1800/1 TL 1650/1 Alt. 2500 to mir
- D. Mission completed.
- a. Through G. Mil.
- H. Obliques and verticals of bridges as follows:

  N. LAL-LO, LAL-LO (16 deg 13 min F 121 deg 40 min E),
  GATHARA (16 deg 04 min H 121 deg 40 min E), N. ALCALA

  3. ALGALA 17 deg 85 min F 121 deg 39 min E), bridge
  at 17 deg 54 min H 121 deg 43 min E; R. AMILUEG and

  6. ANGLARA (17 deg 51 min H 121 deg 44 min E);
  and A. of LOTIC (17 deg 45 min H 121 deg 44 min E);
  ALGALARA VINTO (16 deg 46 min H 121 deg 42 min E);
  INTL (16 deg 42 min E 121 deg 59 min E). Time 1432 to
  1806/1
- Route: Direct.
   Mil sightings of B-25 down in MS Lazon as reported by Rephaw.
- J. GAGATAR VALLEY SAVE; BALEYS FA B solid from deck to 12000 to 17000.
- X. Dear and Eule.
- L. Hil.

0/33

#### U an Timal HIGHITY DORAT

110TH TAUTICAL ESCAPATISTANCE S CADRON 71st Reconnaissence Group ADG 70

S June 1945.

EFE, SE-9, FD-47 V EVC

TO: A-2, SOUTH Bomb Wing, Air Lieison Section, Sixth Army, G-3 Air, I Corps.

#### FIRAL MISMION REPORT

- A. 154-D-32, Sc Mission No 328, 110th Tac Run Sq. 71st Ren Gp, 3 June 1945, two F-6's.
- B. Special Highway 5 recos.
- c. TO 0750/I TOT 0800-1005/I TL 1080/I Alt. Min.
- D. Mission completed.
  With clearance from Dunny, made 6 individual strafing passes on possible stack of palm leaf covered supplies in cocenut grove on B. edge of BAMBARG (16 deg 25 min N- 121 deg 06 mins) resulted in firing nips shack as only observed results.
  Shack burned for 30 minutes with red flame and white smoke to 1000 ft. Thotos taken.
- M. Through G. Nil.
- H. Obliques at 0900/I of May 5 thru BATOMBANG (16 deg 29 min H 181 deg 09 min E) and of strike results at HAMMANG 0920/I. Obliques at 0970/I of slit transmes on H. slope of hill SW of ARITAO at 16 deg 18 min 00 mec. H 121 deg 01 min 30 mec. E).
- A. Route: Direct.

  Bamboo groves and tree clumps S. of Highway 5 between

  ANITAO (16 deg 18 min N 121 deg 02 min E) and Bamband

  (16 deg 23 min N 121 deg 06 min E) had vehicular or tracks

  terminations but six or eight such groves investigated

  were apty.

  Main May 5 bridge at 16 deg 21 min 50 see N 121 deg

  05 min 40 see E was out, temporary bridge to west was out

  but second temporary bridge also to west was serviceable.

  On N. side of this bridge was four or five destroyed

  trucks in what may have been motor pool. Additional track

  sign in area indicated possible continued useage of area.

  In Bamband (16 deg 23 min N 121 deg 06 min E) most of

  houses have been leveled by fire. Over charred remains,

  limbs of trees and palm leaves have been stacked and at

  edge is small square hole. Observed six or seven such

  installations. Filots opinion that this may be campflauge

  for dug in positions for personnal.
- J. 4/10 5/10 based at 1800 ft up to 2000ft.

THIS PAGE IS UNCLASSIFIED K. Huber and Erugal. L. 1200 x .50 cal asso. (est.) OF ERATIONAL PRIORITY SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

OPERATIONAL PRIORITY SECRET

110TH TAUTICAL RECONNAIS ANCE JADROR 71st Reconnaissance Group AFO 70

3 June 1945

EFZ, SE-9, FD-47 Y EVC

TO: A-2, 309th Bomb Wing, Air Limison Section, Sixth Army, G-S Air, I Corps.

FINAL MICHAEL ME ORT

- A. 154-D-26, SQ Mission No. 229, 110th Tae Ren Sq, 71st Ren Gp, 3 June 1945, two F-6's.
- B. VR-1
- 0. TO 0766/I TOT 0810-0940/I TL 0986/I Alt. Min.
- D. Mission 75% incomplete due to weather.
- E. Through R. Wil.
- I. Route: VR-1 except SACITO TO BOLTOU. Nil sightings not previously reported.
- F. CARABALLO ATT. 9/10 from deek to 9000 and 10000ft.

  ESSENGE to be lifting and breaking in later period.

  CAGAYAN VALLEY S of GAMU 7/10 scattered cumulus between

  2300 and 5000 ft. N of GAMU 5/10 between 2000 and 5000ft.

  Slight haze.
- K. Johnson and Evens.
- L. Nil.

OF ERATIONAL PRIDRITY SECRET

O PRATICEAL PRIDART SCHOOL

110TH TASTICAL RECEMBATCHANCE HOUADRON Flat Recommissance Group APO 70

3 June 1945

EST, SK-9, FO-47 Y EYG

TO: A-2, SO9th Bomb Wing, Air Liaison Costion, Sixth Army, U-3 Air, I Sorps.

FIRST MI SION ME ONE

- A. 154-0-29, Sq Mission No 330, 110th Tao Ran Sq, 71st Ren Sp, 3 June 1945, two F-6's.
- B. VR 2 4.
- 0. TO 0815/1 TOT 0830-1000/1 TL 1030/1 Ale. Min.
- D. Mission 15% incomplete tae to weather.
- E. Through B. Mil.
- Route: WR 2-4.
   Fil sightings not previously reported.
- J. Balance of route, weather as reported in 184-0-28.
- E. Rule and Bowers.
- 16 Bil.

OF ERATIONAL PRIORITY CACRUT

110TH TAUTICAL RECORNAL SCANCE SCHADRON 71st Recornaissense Group

3 June 1945

EFE, SI-0, 70-47 Y EVO

- TO: A-2, 309th Bonb Wing, Air Lisison Section, Sixth Army, G-3 Air, I Corps,
- A. 184-0-43, Sq Mission No 331, 110th Tee Ren Sq, 71st Ren Op, 3 June 1946, two 2-8's.
- B. Special Highway 5 Recoo.
- G. TO 1030/I TOT 1045-1300/I TL 1315/I Alt. 500 ft. to min.
- D. Mission completed.
- H. through G. Mil.
- H. Obliques at 1200 of wooden bridge on Highway 5 at 16 deg 25 min N-121 deg 07 min N and of track sign leading into wooded ridge at 16 deg S2 min N-121 deg 07 min N.
- I. Route: Direct. Very heavy vehicular track sign over entire valley between ARITAD & HAYDHOOM coast of Highway 5, wisding around small hills which peter out into hills, revines and wooded areas.

In vicinity of 16 deg 24 min N-121 deg 08 min N was empty "N" type trench next to several nipe shacks. Heny civilian dressed men and women around houses.

In deep tree covered gorge, visinity of 16 deg 52 min B-121 deg 05 min 8, observed two thin solumns of smoke 200 yards apart as though cooking fires. Smoke died out at tree top level as planes appeared as though fires had been extinguished on hearing recco.

- J. South CAGAYAN VALLEY, 8/10 sumulus at 3800 ft. base to 5000 ft. tops. South RAYOMBONG, 4/10 based at 8000 ft. BALETE PASS, solid based at 8800 ft.
- K. Wells and Rycroft.
- L. Nil.

GUERATIONAL PRIORITY SECRET

OF BRATLOWAL PRIORITY PROBET

#### 1107H TAGTICAL RECORRAL SCANCE & WADRON 71st Recornaissence Group APC 70

3 June 1945

372, SA-9, 10-47

A EAD

- TO: A-2, 309th Sout Wing, Air Lieimon Section, Sixth Army, G-3 Air, I Corps.
- A. 154-D-30, Sq Mission No SSE, 110th Tas Ron Sq, 71st Ron Gp, S June 1948, two F-6's.
- B. VR # 1.
- 0. TO 1850/1 TOT 1815-1515/1 TL 1550/1 Alt. 9000 ft. to min.
- D. Mission 50% incomplete due to MA.
- E. through G. Eil.
- H. Obliques of bridges on Highway 5 between 1350 & 1415 et north LAL-LO; South LAL-LO; North ALDALA; North ANDLUNG; South ANDLUNG; North 19413; South 19416; ANDADAMAN VIZZO; and IPIL.
- 1. Houte: Rastern VR 1 No sighting of any track activity in vicinity of IPIL (16 deg 42 min N-131 deg 38 min E) since rain.
- J. WX: As reported on 154-0-31.
- K. Upton and Meallister.
- L. E11.

OPERATIONAL PRIORITY DECRET

OF RESTIONAL PRIORITY SECRET

110TH TAGTICAL RESORRAISSANCE SEJADRON 71st Recommendation of Group APO 70

3 June 1948

88%, SA-9, 8D-47

V EVO

- TO: A-2, 309th Bomb Ning, Air Licison Section, Sixth Army, G-3 Air, T Corps.
- A. 184-D-30, 50 Mission Bo 388, 110th Tac Ren Sq. 71st Ren Sp, 5 June 1948, two F-6's.
- B. VR Z & 4.
- C. TO 1800/1 TOT 1886-1515/1 TI 1545/1 Alt. minimum.
- D. Mission 30% incomplete due to weather.
- N. through H. Hil.
- 1. Route: VR 2 & 4 except CARABALLO MTS. & area west of IPIL.

On east bank of CAGAYAN RIVAR at 17 deg 48 min N-181 deg 48 min N, was creahed P-36 badly burned. No sign of parachute or any track sign around plane. Not possible to obtain eireraft number or colors on spinners.

On CALAYAN ISLAND in sand along shores of CIBANG COVE (19 deg 16 min N-121 deg 31 min E) observed two nips covered instellations fluch with ground level with 3 by 4 ft. openings facing eastwards to see. Occupancy undetermined.

- J. BASUYAR ISLANDS, CAYU. CAGAYAR VALLEY, 2/10 scattered at 3000 ft. north of IFIL. West of IFIL clong Righwey 5, 8/10 seculus from sountain tops to 13,000 ft. CARABALLO MTS. north of RAGUIO, 7/10 cumulus from mountain tops to 11,000 end 15,000 ft. West coest, CAYU.
- I. Stehison and Connors.
- L. Nil.

OPERATIONAL PRIORITY SECRET

OPERATIONAL PRIORITY SECRET

71st Recognaissance Group

3 June 1945

SFZ, SI-9, FD-47

A MAD

TO: A-9, 509th Bomb Wings, Air Lisison Section, Sixth Army, G-3 Air, I Sorps.

- A. 184-D-44, 39 Mission Bo 854, 110th Tao Ron Se, 71st Ren Sp, 3 June 1945, tow F-6's.
- B. Special Highway 5 Recco.
- c. TO 1600/I TOT 1625-1720/I TL 1740/I Mt. 7000-min.
- D. Mission sompleted.
- B. Through H. Bil.
- 1. Route: Direct.

  Between ARITAO (16 deg 18 min N 121 deg 02 min E) and solano (16 deg 21 min N 121 deg 10 min E) along Hwy 5 and along secondary roads observed ext. 150 positions where bemboo and brush had been removed from single camoflauged vehicles and tracks showing vehicle had been driven off. Sould not determine if track sign was treed or wheel type, nor determine direction of travel on road. On N. side of May 5 at 16 deg 23 min N 121 deg 06 min E. in large clump of traces observed three homses. Horses loaded with packs. Grove large enough to contain more horses but dense cover prevented further eighting.
- J. Solid slouds based at 5000 over Recoo area with rain N of SULAND.

  Balana Pacs area solid from Mt. tops.
- K. Hammond and Kaiser.
- L. Nil.

OPERATIONAL PRIORITY SECRET

110TH TAOTICAL RECONNAISCANCE SCUADRON 71st Reconneissance Group APO 70

4 June 1945

EFE V EVU

TO: A-2, 300th Bomb Wing.

- A. 155-D-35, Sq Mission No 335, 110th Tec Ren Sq, 71st Ren Gp, 4 June 1945, seven F-6's.
- B. Targets of opportunity West FORMORA.
- 0. TO 0820/I TOT 0815-0910/I TL 1050/I Alt. minisum
- D. Mission completed.

  30 individual strafing passes from 22 deg 26 min N-120 deg
  30 min E to southern tip of FORMORA, on towns of CHIAN LANO TRONG, 22 deg 19 min H-120 deg 38 min B, KATYA\*ORA
  22 deg 09 min N-120 deg 42 min B, on large cave mouth on knoll
  at 21 deg 56 min H-120 deg 43 min B, and on two of three
  medium campuflaged gun positions at 21 deg 58 min H-120 deg
  42 min N, with no observed results.
- E. through H. Mil.
- I. Route: Direct. At 31 deg 58 min N-120 deg 42 min B, on high ground neer shore line were three 57mm or 40mm, occupied, samouflaged positions.
- J. Thunder storms over LINGAYER GULF. En route scattered cumulus 3/10 between 4000 and 7000 ft. with a few scattered rain showers from 15,000 ft. clouds. Line squall on eastwest line across south FORMOSA. North of 23 deg was 10/10 from dock to 10,000 ft. with rain. South of 23 deg N was GAYU.
- K. Rule, Farrell, Kreiger, Crawford, Dean, Kauffman, Archambeault and Koykka.

  Possible Jap jamming of radio over FORMOSA. Inter plane communication perfect on route and return but over FORMOSA there was static and garbling. Could get perhaps first or last word of transmission only.

  Also on return from FORMOSA to vicinity of field someone was singing, BAKER CHARNEL, believed to be C-47 over northern LUZON.
- L. 14 X 75 gal. wing tanks jettleoned.

Voto X .50 osl.

OPERATIONAL PRIORITY SECRET

OF BRATIONAL PRIORITY EXCRET

110TH TACTICAL REGULERATESANCE SCUADROS 71st Reconneissance Group APO 70

4 June 1945

BFZ, EX-9, FD-47

V SVC

- 70: A-2, Softh Bomb Ring, Air Lisison Dection, Sixth Army, G-3 Air, I Corps.
- A. 155-0-35, Sq Mission No 336, 110th Tac Ron Sq, 71st Ron Gp, 4 June 1945, eight F-6's.
- B. Bomb and strafe as directed by REPHER 4.
- J. TO 0950/1 TOT 1080-1100/1 Ti 1185/1 Alt. minimum One mechanical SMAFU landed at 1105/1.
- D. Mission completed.

  14 bombs and 50 individual strafing passes on moded slump east of bridge on Highway 5 just south of 10010 (17 deg 45 min N-121 deg 44 min E) with two grass fires only observed results.
- H. through H. Mil.
- I. Boate: Direct.

  About 50 civilian dressed sen and women, camping boxee and bundles on shoulders, and a couple of carebac loaded with pecks walking eastward on foot trails, between CACAYAN RIVER & TUGURGARAD RIVERS at 17 deg 42 min H. All weved as planes passed by. Pilots believed them to be Filipinos. Hany foot trails and vehicular trails leading austward through hills east and scutheast of LOUIG (17 deg 45 min N-121 deg 44 min H) second to be well used.

  Observed dark colored seden 2 miles cost of LOUIG traveling south at rapid speed. On second circle car had disappeared.
- J. 8/10 cusulus between 2500 and 3000 ft. in CARAMAH VALLEY, increasing to 8/10 with tops at 13,000 ft. over CARABALLO MTS.
- K. Noland, Gooch, Strait, Phillips, Johnson, Lawson, Haumun and Goble.
- L. 14 X 500 lb. inst. demos on target 2 X 500 lb. inst. demos jettisoned safe in bay.

1000 X .50 onl.

OF RE TIORAL PRIORITY CACRET

COMPANIAN PARAMET

MOTE TACTICAL BECORNAL DEADER B UADR TE 71st Recommaissance Group APO 70

5 Jame 1945

EFZ, SE-9, YD-47 V EVG

TO: A-S, 309th Bomb Wing, Air Lielson Section, Sixth Army, G-5 Air, I Corps

FINAL MISSION REPORT

- 186-D-S7, Sq Mission No. 237, 5 June 1845, 110th Tac Ren Sq, 71st Ren Gp, two P-6's.
- B. Special recoo of Highway #5.
- 0. TO 0850/1. TOT 0600-0000/1. TL 0830/1. Alt. 5000 ft. to min.
- D. Mission completed. Contacted BURBY. One individual straffing pass on truck londed with U/I boxes or bundles parked beside clump of trees next to highway 1000 yards his of DUFAX (16 deg 17 min H--121 deg 05 min H) resulted in destruction of truck by fire. One individual straffing pass on adjacent hips-type shocks firing three.
- E. thru H. Hil.
- Route: Direct. Heavy venicular track sign in footbill cross E and E of S. MICUSA (16 deg 21 min N--121 deg 05 min E). In heavily tree-covered area at 16 deg 21 min N--121 dog 03 min E sighted through small break in cover estimated 15 boxes, each about 2 or 3 ft. square. Possibly more present not visible from air. No strafing since BURNY busy directing ground support strikes. Above sightings not reported to BUDAY, who was busy directing ground support strikes. Sighted American jeep, painted partly red without white ster, no top, SE of BARBARO (16 deg 23 min H--121 deg 06 min 2).
- J. CAVU, pass just North of BAGARAG, CAVU. Esst of mountains 6/10 dumulus at 6000 ft.
- Pilota: Upton, Evens.
- X00 X .50 cal. est.

OPERATIONAL PRICEITY SECRET.

#### OPERATIONAL PRIORITY SECRET

# 110TH TACTICAL REGIONNALESANCE SCHADRON Vist Reconnalesance Group APO 70

5 June 1945

BFZ, SI-9, FD-49

A EAC

TO: A-2, 309th Bomb Wing, Air Liakson Section, Sixth Army, G-3, Air, 1 Corps

# FIRAL HISSION REPORT

- A. 186-D-31, Sq Mission No. 338, 5 June 1945, 110th Tac Ren Sq, Flat Ron Gp, two F-6's.
- B. VR #1.
- 0. TO 0800/1. TOT 0820-0945/1 TL 1080/1 Altitude minimum.
- D. Mission completed.
- E. thru E. Eil.
- I. Route: VR #1.

Two U/I individuals walking North on Highway fil at 16 deg 45 min N--120 deg 45 min E. Dense trees along highway demied further sighting.

- J. As reported on 156-0-52.
- K. Pilots: Snyder, Erugal.
- L. M11.

OPERATIONAL PRIORITY SECRET

### OPERATIONAL PROPRITY SECRET

110TH TACTICAL RECORDAL SCANGE SQUADRON 71st Recorneissance Group APO 70

5 June 1945

BFZ, SX-9, FD-47

A BAC

TO: A-2, 309th Bomb Wing, Air Lieison Section, Sixth Army, G-5 Air, I Corps

#### FINAL MISSION REPORT

- A. 156-D-32, Sq Mission No. 559, 5 June 1945, 110th Tac Non Sq. 71st Ron Gp, two F-5's.
- B. VR #2.
- C. TO 0745/1. TOT 0800-0945/1. TL 1018/1. Allitude minimum.
- D. Eission completed.
- B. thru G. Mil.
- a. Obliques of Gamo River (16 deg 46 min N-121 deg 42 min E) at O913/1; of ARGADANAN A/D (16 deg 46 min N-121 deg 45 min E) at O930/1; VIGA (16 deg 50 min N-121 deg 46 min E) at O930/1; N. bank CAGAYAR RIVER (16 deg 48 min E-121 deg 49 min E) at O930/1.
- I. Route: VR #2. Wooden bridge on Highway #5 at 17 deg 35 min H--121 deg 48 min E was all on fire, cause unknown, will probably destroy entire bridge.
  - About one mile South of GATTARAR (18 deg 03 min N-121 deg 39 min R) and about 200 yerds Hest of highway 65 near top of small lateral ridge was southered wreckage of barned sireraft, type unknown.
- J. Horth CAGAYAN VALLEY 8/10 thin at 1000 ft; breaking up. South CAGAYAN VALLEY 4/10 at 1200 ft. South CARABALLO MINS., CAVU.
- K. Pilots: O'Neill, Rycroft.
- L. B11.

OPERATIONAL PRIORITY SECRET

OF ERATIONAL PRIORITY SECRET

71st Recornaissance Group

5 June 1945

EFZ, CL-9, FD-47

A KAG

- TO: A-2, \$09th Bomb Wing. Air limiton Section, Sixth Army, G-3 Air, I Corps.
- A. 186-D-38, Sq Mission No 340, 110th Tee Ren Sq, 71st Ren Sp, 5 June 1945, two F-6's.
- B. Special Highway 5 Recec.
- c. To 1085/1 TOT 1100-1300/1 Th 1315/T Alt. 1000 ft. to min.
- D. Mission sampleted.

  4 individual strefing passes on parked truck facing north, loaded with boxes, at 16 deg 18 min N-121 deg 06 min N, resulted in destruction of truck by fire. Load burned with orange flame and black smoke to 1000 ft.

  4 individual strafing passes on large bus type vehicle parked on open read facing east at 18 deg 17 min 50 see N-121 deg 06 min 00 see E, resulted in destruction by fire.

  6 individual strafing passes on truck loaded with boxes parked on open read facing borth on south outskirts of SAN ABTORIO (16 deg 20 min N-121 deg 06 min E), obtained good hits but no fire. Called 8 P-51's, MOCCO RED, in vicinity who made 16 individual strafing passes on vehicle but no fire obtained. Our two planes fired three mips type buildings alongside truck.

  8 individual strafing passes on command ear facing morth, 2 box loaded trucks facing north and one truck on its side with box type load scattered beside it, resulted in destruction of semmand ear by fire and good hits on the others. MOCCO flight then strafed and exploded one truck to 100 ft. and burned second truck. Vehicle on send bar at river form at 16 deg 26 min N-121 deg 07 min E.

  3 individual strafing passes on box loaded truck parked in open facing south at 16 deg 27 min N-121 deg 06 min E, destroyed truck by fire.

  4 individual strafing passes on American type jeep with Jap roundel on hood at south outskirts of BATOREUNG (16 deg 29 min N-121 deg 09 min E), resulted in good hits but no fire.

  8 individual strafing passes by MOCCO Flight still without fire.

OPERATIONAL PHIGHTY SECRET

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## OPERATIONAL PRIDRITY SECRET

186-0-28, 110TH TAG ROW SQ, 5 June 1945 (Continued)

- E. through G. Nil.
- H. Obliques of all strike results at 1100-1300 ITEM.
- I. Route: Direct.
  On lateral road one mile east of BATCHBOAG (16 deg 29 min K121 deg 09 min E) is box loaded truck parked in open facing
  east.
  On Highway 5 on west side of Solabo (16 deg 31 min K-121
  deg 10 min E), facing west is six wheeled covered troop
  sarrier.
  Above sightings not destroyed since flight expended all
  its smmunition. Moddo flight low on gas and returned to
  base. STREY cleared all attacks and SONNY informed of all
  attacks and sightings.
  Sheet 3559-1, 1/50,000, at 880.8-1978.5, was 5 by 5 ft.
  cave mouth into upper road bank in defile. Believed three
  other caves on same bank conceeled by terrain and trees.
  Sheet 3450-III, 1/50,000, at 898.1-1994.1, at road level
  were three caves, two small ones, one about 5 by 5 ft.
- J. CAVU over terget. 8/10 over south CARABALLO ETS. between 7000 and 10,000 ft.
- K. Wells and Kaiser.
- L. 3800 X .50 cal.

OF ERATIONAL PRIORITY SECRET

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### OPERATIONAL PRIORITY BEGINT

#### 110TH TACTICAL RECORDALESANCE SUBDRON Flat Reconneissones Group APC 70

5 June 1945

SFZ, SX-9, FD-47 Y EVC

TO: A-2, 309th Boat Wing, Air Limison Section, Sixth Army, G-3 Air, I Corps.

#### FINAL MISSION REPORT

- A. 156-D-33, Sq Mission No 341, 110th Tae Ron Sc, 71st Ren Sp, 5 June 1945, two F-5's.
- B. VR / 1.
- C. TO 1250/1 TOT 1515-1500/1 Th 1525/1 Alt. minimum.
- D. Mission completed.
- E. through G. Mil.
- H. Obliques at 1830/I of ABGADONON A/D 16 deg 47 min H-121 deg 48 min H-121 deg 48 min H-121 deg 48
- Route: Birect.
   No sightings not previously reported.
- J. CARAYAN VALLEY, CAVU.
  Mountains 8/10 cumulus from 8000 to 14,000 ft.
- I. Archembeeult and Connors.
- L. Hil.

OPERATIONAL PRIORITY SECRET

0 / 4 9

#### OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECORNAL SCAECE SCUADRON 71st Reconnaissance Group APO 70

5 June 1945

EFE, SA-9, FD-47 V EVC TO: A-2, 309th Bomb Wing, Air Limison Section, Sixth Army, G-3 Air, I Corps.

#### FINAL MISSION REPORT

- A. 186-D-84, Sq Mission No 342, 110th Tsc Ren Sq, 71st Ren Sp, 5 June 1945, two F-6's.
- B. VR # 2.
- c. TO 1255/I TOT 1818/I TI 1468/I Alt. minimum.
- D. Mission 30% incomplete due to striking cable.

  4 individual strafing passes on radio station at 17 deg
  12 min N-121 deg 50 min E, designated by west bank target
  indicator resulted in good concentration of hits on 125 ft.
  dismeteral grove of trees containing installation and serial
  mast but no emoke or fire observed.
  6 individual strafing passes on 9 nips type shaeks between
  CAGAMAN RIVER and Highway 5 at 17 deg 55 min K-121 deg 47
  min E, designated by west bank target indicator, obtained
  hits but no fires. (See Par. I)
- H. through H. Hil.
- I. Houte: VR 2 as far north a s 17 deg 30 min N.
  Two twin engine and one single engine type sirereft in wooded revetment eres northeast GARIT MORTH A/D (16 deg 40 min N121 deg 40 min E) are unserviceable. One twin engine type
  A/C on strip else unserviceable. Three creters on main runway have been filled and give estimated 2000 ft. of serviceable runway on slight diagonal to axis of sain strip. 2000
  ft. of serviceable runway north-south persilel to main road.
  Heocoed over all tree clumps and possible asmouflage areas
  adjacent to field without locating any serviceable planes.
  At 17 deg 33 min N-121 deg 47 min E, in small clump of trees,
  was pole extending 15 to 20 ft. above trees anchoring 100
  yard cable, the other and attached to large tree. One
  plane on strafing pass struck pole denting spinner and airscoop.
- J. CAGAYAN VALLEY, CAVU. BALETE PASS, secttored sumulo mimbus to 15,000 ft. 10/10 seiling at 8000 ft.
- K. Lewis and Boardman.
- L. X .50 cal.

CHARLES THE WALL PROPERTY COUNTY

110TH TASTICAL RECORDAL SCANCE S JADRON 71st Recordal series Group APO 70

5 June 1945

EFZ, SK-9, FD-47

A EAG

20: 4-2, 809th Boob Wing, Air Lielson Section, Sixth Army, 0-3 Air, I Corps.

- A. 186-9-52, SQ Mission No 343, 110th Tec Ron Sq, 71st Ron Gp, 5 June 1945, four 3-6's.
- B. Tergets of opportunity on Highway 5.
- c. To 1445/I for 1500-1640/I TI 1700/I Alt. minimus. One mechanical SMAFU at 1515/I.
- D. Mission completed. PRIMARY MARKET

9 individual strafing passes on cascaflaged Jap type of jeep under road side trees south and of BASCARAR (16 deg 32 min N-121 deg 13 min E), destroyed jeep by fire. Photos taken.

- E. through J. Hil.
- H. Oblique at 1630/I of strofed jeep at BARCARAN (16 deg SE min N-181 deg 13 min N).
- I. Route: Direct.
- J. 7/10 based at 3000 ft. over BAGARAG-SANTA FS areas. South GARABALLO MTS., 3/10-4/10 with tops at 8000 ft.
- K. Buber, Gooch, Grawford and Goble.
- L. I .50 cal.

OF SAUTIONAL PRIORITY SECRET

OFERATIONAL PRIORITY SECRET

110TH TACTICAL HROOMERISSANCE SKUADROE 71st Recommensance Group ADO 70

5 June 1945

i. Hi:

EFS, SE-9, FD-47 Y EVO

TO: A-8, 809th Bomb Wing, Air Lielson Section, Sixth Army, G-3 Air, I Corps.

FINAL MISSION REPORT

- A. 156-3-39, Sq Mission No 344, 110th Tac Ron Sq, 71st Ron Sp, 5 June 1945, two F-6's.
- B. Special Highway 5 Resco.
- G. TO 1800/1 TOT 1880-1780/1 TL 1740/1 Alt. minimum.

BE SELTY B

- D. Mission completed.
- E. Chrough H. Bil.
- At 16 deg 22 min N-121 deg 06 min 8, sew three unifromed Wips with packs, arms unobserved, walking north along Highway 5, took cover as planes appeared but no permission from BURNT who was going off air to strafe.

  In area of heavy brush growth on south bank of river at 16 deg 24 min N-121 deg 04 min B, observed out and dying brush stacked on top of other growth. Could not determine what was hidden and did not observe any track sign into area.
- J. As reported on 186-D-52.
- K. Fagerland and Phillips.
- L. Bil.

OF ERSTEDRAL PRODRITY SECRET

OF BRADIOBAL PRIDRITY SECRET

110TH TACTICAL RECORDAL SEARCE SEGADAGE 71st Reconnaisments Group APO 70

6 June 1945

BF2, SX-9, FD-47

A BAG

79: A-2, 309th Bomb Wing, Air Liaison Section, Sixth Army, 0-3 Air, I Corps.

FIRST BISSION REP RT

- A. 157-5-49, Sq Mission No S45, Army Mission No USAMIP-B-61, 119th Tac Ron Sq, 71st Ron Sp, 6 June 1945, sight F-6's.
- B. Bomb and strafe mountain trail 15 deg 50 min N-120 deg 52 min
- C. TO 0985/1 TOT 1020-1055/1 Ti 1150/T Alt. minimum. One mechanical SSAFU landed at 1010/1.
- D. Mission completed.

  13 75 gallon aspalm bombs in terget area with no observed results. One hung and foil 800 yerds west of target area.

  24 individual strating passes on target area with no observed results. 2 individual strating passes on staff our and one long flat bed chassis trusk under trees beside road, 400 yards north of target area resulted in hits but no fire.
- L. through H. Hil.
- Route: Direct.
   400 yards north of target area near staff per and truck strafed were 25 to 20 peeled logs about 25 ft. long.
- J. 2/10 cumulus between 8000 and 11,000 ft. over target area.
  BAGUIO, solid to 8000 ft.
- T. 5 of Repair bosbs on target were dude and were not fired by several strafing passes.

Rale, Boardman, Kreiger, Evens, Strait, Koykks, S'Reill and Connors.

14 X 75 gallon mapsim bombs on target.
 2 X 75 gallon mapsim bombs jettisoned at see by FRAPU.

6+00 I .50 cal.

OF BRATIONAL PRIORITY MEGRET

SPERATIONAL PRICEITY SECRET

# 110TH TAGTICAL RECORDANCE GROUP APO 70

6 June 1945

BF2, 3%-9, FD-47

A TAC

70: A-R, SCOth Bomb Wing, Air Mielson Section Sixth Army, 0-8 Air, I Corps.

MINAL MISTION SECORT

- 4. 157-2-50, Army Mission No 156-1, Sq Mission No 346, 110th Tee Ron Sq. 71st Ron Sp, 6 June 1945, eight F-6's.
- B. Bomb and strafe BJOSTAS 16 dog 45 min H-120 dog 49 min E.
- c. TO 1025/1 TOF 1050-1130/1 Th 1185/1 Alt. 9000 ft. to min.
- D. Mission completed.

  Fourteen 75 gallon napalm bombs in target area, 2 more hung and fell about 100 yards south of target area. 9 of the 15 were duds. 17 individual strafing passes covered target area, 5 mips shocks and unexploded napalm tanks were only observed results, igniting four of duds.
- R. through G. Nil.
- R. Obliques and verticals of strike results et 1130/1.
- I. Route: Direct.
- J. RX: Over target CAVU. Route over south CARASALLO MTS., 9/10 from deck to 10,000 ft.
- K. Foland, Farrell, Kauffman, Phillips, Marnum, Lawson, Smyder and Goble.
- L. 16 X 75 gellon nepelm bombs.
- 6400 X .50 eal.

OPERATIONAL PRINCITY SECRET

110TH TACTICAL RECONSISTSANCE SCHADEOR

71st Secondaissance Group

APO 70

6 June 1945

EFS, SI-9, FD-47 V SVD

TO: A-2, SOUTH Bomb bing, Air Lieison Section, Sixth Army, G-3 Air, I Corps.

#### FIRAL MISSISS REPORT

- A. 157-D-88, Mg Mission No 847, Army Mission No F-302-C, 110th Res Ren Se, 71st Ren Op., 8 Func 1948, 8 F-6's.
- B. Bomb and strafe MARANA (17 dag 10 min N 121 dag 55 min N).
- 0. TO 1520/1 TOT 1800-1820/1 1825-1645/1 TL 17201 Alt. 7000 to Min.
- D. Micsion Completed.

  15 bombs in personnel area, one hung up and fell far to H of target. No observed results from bombing.

  32 individual strafing passes on personnel area resulted in burning 5 nips type buildings, and 5 or 4 more amaking. One fire was white make to dooft tolooo ft, one fire burned with black smoke to 500 to 400 ft.

  16 individual strafing passes on truck area N. of Hwy 5 resulted in firing of three Nips shacks and 2 marking, and fire U/K source under trees.

  On request of and on direction of BUNNY made 32 individual strafing passes on Nips retreating along Mwy 5 H of 16 deg 27 min B 121 deg 06 min R. Resulted in 10 ft white flash explosion from campaflauged area beside road, and a good concentration of hits on Nips type building at 16 deg 29 min F 121 deg 07 min N where18 uniformed Rips had taken cover.
- E. Through G. Nil.
- H. Obliques at 1680/1 of atrike results at MARABA.
- 1. Route: Direct. 190 ft covered and camoflauge barge at 17 deg 06 min N - 121 deg 54 min E heading up river, could not determine if boot was in motion up stream, or if current created impression of motion. No attack since pilot making sighting had no radiox contact.
- J/ Target area CAVU.
  Rein equals with thunderheeds to 2000 to 3000 ft over Southern Clerka Madre end Couthern Caraballo MTs. 4/10 based at 8500ft over May 5 from Bacabay S. 7/10 coverage 3 % of Balette pass at 7000ft.

THIS PAGE IS UNCLASSIFIED K. Fritts, Kaiser, Manmond, Myoroft, Lewis, Mrugal, Johnson, Gooch. L. 16 x 260 lb. Frag. Inst. 10450 x .50 cal. OPERATIONAL PRIORITY SECRET

OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNATSCANCE SQUADRON 71st Reconneissance Group

7 June 1945

EFZ, CX-9, FD-47

A ZAC

To: A-2, 209th Bomb Bing, Air Limison Section, Sixth Army, G-3 Air, I Corps

FINAL MISSION REPORT

- A. 188-D-34, Sq Mission No. 348, 7 June 1945, 110th Tec Ren Sq. 71st Ren Gp, two F-6's.
- B. VR /1.
- 0. TO 0755/I. TOT OB15-1000/I. TL 1025/I. Altitude minimum.
- D. Mission completed.

  2 individual strafing passes on grove of trees smitting column of smoke as from cooking fire at 18 deg 50 min R-120 deg 45 min E with results unobserved.

  5 individual strafing passes on apparently undamaged DIMAM or MICE, campuflaged in wooded reverment area HE of Rest end of CARIT NORTH A/D (16 deg 40 min N-121 deg 40 min E) obtained good concentration of mits and small amount of white emoke.

  6 individual strafing passes on him shack in trees boside earled mast, and on mouth of dug out beside shack at 16 deg 45 min N-121 deg 40 min E with ho observed results. Photos taken.
- E. thru G. Mil.
- H. Obliques at 0945/1 of "Z" tranches at 16 deg 43 min R-
- Highway \$4 appears serviceable with all bridges serviceable highway \$4 appears serviceable with all bridges serviceable between SCHTCC and BAGARAG. Road was wot from rain and with pools of water and showed no signs of recent useage.

  Twin engine struraft on West and of main runway at GARIT twin engine struraft on West and of main runway at GARIT NORTE (18 deg 40 min N--121 deg 40 min E) was definitely unserviceable.

  Sor 10 \*2\* type transhes in violaity of 18 deg 43 min E-121 deg 40 min E, uncampurlaged and uncocupied, apparently commanding roads to West and South. Photos taken.

  Towns and barries in violaity of OSCARIZ (18 deg 50 min E-121 deg 31 min E) and CURAG (18 deg 53 min M--121 deg 33 min E) and E) apparent deserted. Many Filipinos along banks of MAGAT RIVER to NW of these towns may have been swacaess from towns.

  Towns of Limbo (16 deg 42 min E--121 deg 50 min E) and

OPERATI WAL PRIORITY SECRET

OPERATIONAL PRIORITY SECRET

158-0-34, (Continued) 110th Tec Ren Sq, 7 June 1945

BAGARAG (16 deg 37 min N--121 deg 16 min E) elso deserted, with probable evacuees in fields to North of towns.

- J. CARABALLO STNS. North of BADULO, DAVU. South CAGAYAN VALLEY, 9/10 overdast based between 500 and 600 ft. BOUTH CARABALLO MTRS., solid overdast between 500 and 6000 ft.
- K. Pilots: O'Meill, Bycroft.
- L. 2600 I . bu cal. est.

OPERATIONAL PRIDRITY SECRET

- 2 -

# OF ERATIONAL PRIORITY SECRET

110TH TACTICAL RECORDALSSANCE SCHADROE 71st Resonneissance Group

9 June 1945

MFZ, SX-9, FD-47

V EVO

To: A-2, South Bomb Wing, Air Lieison Section, Sixth Army, G-3 Air, I Corps.

#### FIRAL MISSION REPORT

- A. 188-D-85, Sq Mission No 349, 110th Tac Ron Sq. 71st Ron Op. 7 June 1845, two F-6's.
- B. VB 2 & 3.
- C. TO 0800/1 TOT 0820/1-1070/1 TL 1100/1 Alt. Min.
- D. Mission Completed.

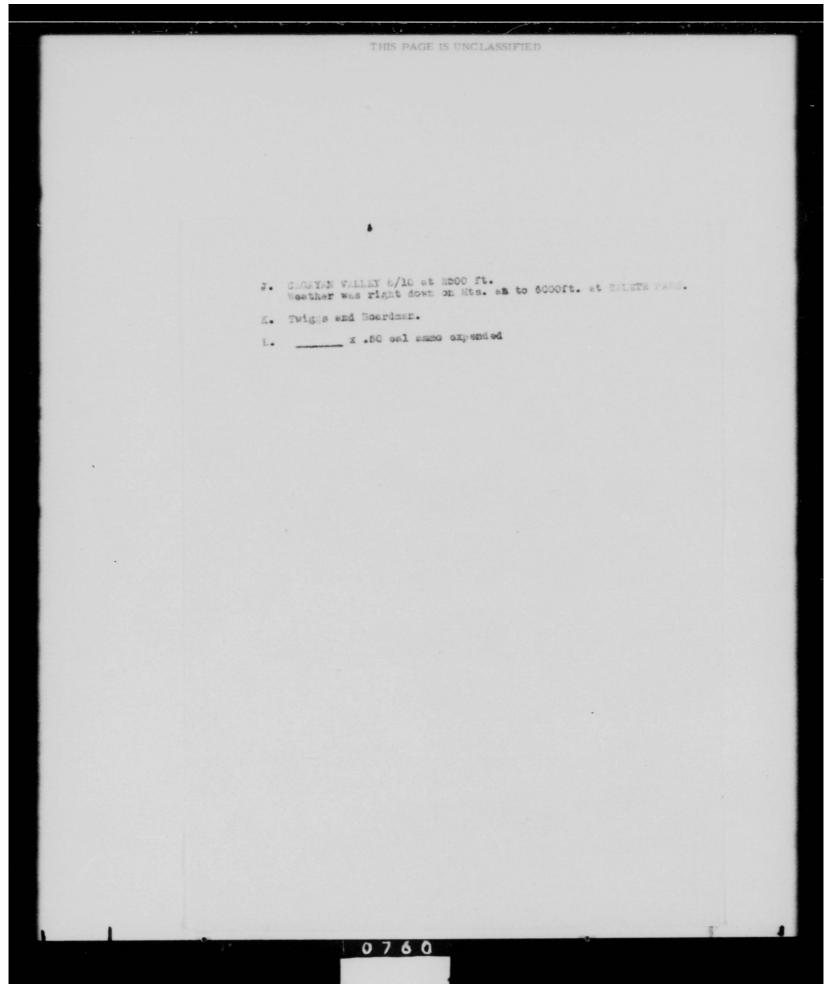
  The individual strains passes on 3 Hips type shocks surrounded by fresh vehicular track sign in wooded area between CAGATAN SIVE and Hwy 5 at 17 deg 20 min N 121 deg 47 min N. No fires or amoke observed.

  Five individual strains passes on one large and one small lips type shacks surrounded by fresh vehicular track sign just East of Hwy 5 at 17 deg 21 min N 121 deg 48 min N resulted in clouds of white smoke from interior of large building.

  Two individual strains passes on what may have been personnel in water at damaged bridge at 17 deg 54 min N-121 deg 43 min N with no observed results.
- E. Through G. Mil.
- H. Obliques at 0845/1 South of LIMBO-(15 deg 10 min B 121 deg 17 min E).
- Between Typuscand (17des 47 min N 121 deg 45 min E) and GAUATAM (16 deg 56 min N 121 deg 46 min E) when flight left May was fresh sign of cleated vehicles. Traffic had been 5. bound as mudded tracks were at couth end of all wet spots on Rwy 5.
  600-790- civilian dressed men and women walking west on laterel road towards Hwy 5 at 17 deg 25 min N 121 deg 50 min E. In vicinity of 17 deg 49 min N 121 deg 44 min N observed 15 to 20 old and unoccupied revetments, artillery size commanding N. approach only.

  In vicinity of 17 deg 06 min N 122 deg 01 min E, Mast of ILLACAM observed at vicinity.

  Frobable location 17 deg 49 min N 121 deg 48 min E in defile of carebac cart road observed 10 or 15 green clad individuals laying on ground. Ho attack since this is restricted cree.



OF BRATICKAL PRIORITY SECRET

1107H TASTICAL RECORNALSEARCH SCUADROF 71st Recognaissance Group and 70

7 June 1945

BF1, SI-9, 70-47

A EAC

TG: A-2, SOOth Somb Wing, Air Lieison Section, Sixth Army, G-3 Air, I Corps.

#### FINAL MISSION REPORT

- A. 158-D-39, Army Mission No REPHER 7-2, SQ Mission No 350, 110th Tao Ron Sq. 71st Ron Sp. 7 June 1945, eleven F-6'z.
- B. Bomb and strafe MAPACAC.
- C. TO 0930/1 TOT 1020-1035/1 Th 1210/1 Alt. 9000 ft. to min. One mechanical SHATU & escort landed at 1030/1.
- D. Mission completed.

  Under direction of SUNNY bombed and strafed along Highway 11 north from 16 deg 49 min N-120 deg 49 min E.

  18 nepslm bombs and 15 individual strafing passes on target area with all napslm being strafed & 3 semouflaged objects on Righway 11, 12 mile north of PACO junction. No observed results from any of attacks.

  On direction of BURNY made 63 individual strafing passes on town of MAYOMBONG (16 deg 29 min N-121 deg 09 min E) destroyed 2 mips type buildings by fire and hits on Studebaker sodes, and on unidentified camouflaged object but no fires or macke. 15 individual strafing passes on 4 or 5 brown uniformed Hips who had taken cover along road 2 mile west of 14 TORRE (16 deg 30 min N-121 deg 08 min E), obtained good concentration of hits and exploded 50 gellon gas drum on road where Hips had been seen.
- E. through F. Mil.
- G. Meager, smell arms, inaccurate at minimum altitude from morth BAYOMPONG (16 deg 29 min N-121 deg 09 min E).
- H. Nil.
- I. Route: Direct.
- J. Scattered clouds along north CARABALLO MTS. north of BAGUIO 5/10 between 4 & 5000 ft. and moving in from eastern foothills. 2/10 at 7000 ft. over BAYOMBORG area. 8/10 from mountain tops to 15,000 south of BAGUIO.
- K. Pritts, Kreiger, Rule, Hough, Koykke, Snyder, Connors, Goble, Rammond, Streit and Grawford.

THIS PAGE IS UNCLASSIFIED 18 X 75 gallon naplm on target.
 4 X 75 gallon napalm jetticoned in bey. 11,780 % .50 sel.

## OPERATIONAL PRIORITY SECRET

110TH TAGTICAL RECONNAISSANCE SAUADRON 71st Reconnaissance Group APO 70

9 June 1945

EFZ, SK-9, FD-47

A EAC

TO: A-2, 309th Bomb Wing, Air Liaison Section, Sixth Army, G-3 Air, I Corps.

## FINAL MISSION REPORT

- A. 158-D-36, Sq Mission No 351, 110th Tac Ren Sq, 71st Ren Gp, 7 June 1945, two F-6's.
- B. VR # 1.
- C. TO 1300/I TOT 1315-1500/I TL 1525/I Alt. 500 ft. to min.
- D. Mission 80% complete due to weather.
- E. through H. Nil.
- I. Route: Direct VR # 1.

  SAN ANTONIO (17 deg 05 min N-121 deg 55 min E) about 5 buildings or 50% of town afire with black smoke from one shack to 300 ft. with bright orange flame.

  Bridges of Highway 5 at 17 deg 33 min N-121 deg 47 min E, was burning in the center section on west side.

  Truck vehicular tracks were between COHDON and wooded area south at 16 deg 40 min N-121 deg 29 min E. Tracks were possibly cleeted vehicles.

  Fresh vehicular and possible tank tracks signs were around CORDON, SANTIAGO and BAGABAG at approximately 16 deg 36 min N 16 deg 45 min N and 121 deg 20 min E to 121 deg 40 min E at IPIL. There seemed to be no tracks further north of this area.
- J. CAGNAR VALLEY 9/10 at 3500 ft. scattered thunder showers. South CARABALLO MTS. were closed in completely to 30,000 ft.
- K. Wells and Mrugel.
- L. N11.

OPERATIONAL PRIORITY SECRET

OPERATIONAL PROPRITY SECRET

110TH TACTICAL RECORNAL SEARCE S UADRON 71st Reconnaissance Group APO 70

7 June 1945

EFZ, SI-9, YD-47

A EAC

TO: A-2, 309th Bomb Wing, Air Limison Section, Sixth Army, G-5 Air, I Corps.

FINAL MISSION REPORT

- A. 158-D-37, Sq Mission No 3 52, 110th Tao Ron Sq, 71st Ron Gp, 7 June 1945, two F-5's.
- B. VR 2 & 3.
- C. TO 1300/1 Th 1430/1 Alt. 15,500 to 1000 ft.
- D. Mission incomplete due to WX.
- E. through I. Nil.
- J. All mountain areas in north LUZON solid from deck to 35,000 ft.
- K. Ogla and Lawson.
- L. M11.

OF ERATIONAL PRIORITY SECRET

SPERATIONAL UNIONITY SCHOOL

1107H TAOTICAL RECORNAL CARCE GROUP That Resonned mence Group ARC 70

8 June 1945

AFE, SI-9, FD-47

W SVD

TO: A-8, SOUTH Road Ving, Air lieison Section, Sixth Army, G-3, Air, I Corps.

FINAL MISSION SEPORT

- A. 189-D-96, SQ Rission No 383, 110th Tee Ron Sq. Vist Ron Sp. 8 June 1945, two R-6's.
- B. Special Army Photo mission # 673.
- C. TO 1400/I

TI 1540/14167000 to min

- D. Mission incomplete due to weather.
- E. Through H. Mil.
- 1. In dry ground river bed at 15 dag 02 min N 121 deg 21 min E two retengular shaped objects, truck size, casoflouged by limbs and branches. Observation from 7000 ft.
- J. Target area (ER RICAL CONTENCE) 8/10 between deck and 8000 ft. solid overcast at 15000 ft. content plains solid overcast at 16000 ft. 4/10 casulus between 2500 and 8000 with scattered rain.
- M. Hough and Duensing.
- L. 311.

OPE ATLONAL PRIDRITY OBJACT

110TH TASTICAL RECORDED SANGE S UADROW 71st Reconneissance Group

9 June 1945.

11-9, EFZ, FD-47 V EFC

TO: A-2, South Somb ling, Air Lielson section, lixth rmy, G-3 Air, I Corps.

PIRAL MINGION RED DRT

- A. 160-0-27, Sq Mission No 354, 110th Tac Ren Sq, 71st Hen Gp, 9 June 1945, two F-6's.
- 8. VR-1
- 0. TO 0750/1 TOT 0830-0950/1 TL 1015/1 Alt Min.
- D. Mission 80% incomplete due to weather.
- E. Parough H. Bil.
- Route: Southern CAGAYAN VALLEY N to 1601G.
   Bil sightings not previously reported.
- J. Western and Southern Camaballo MT. 10/10 from deck to 13000ft. Camayak Valley outh of 17 deg N, 7/10 between 50 ft and 2500 ft. H of 17 deg N to TJUJJARAD CAVE. N of that solid between 1000 and 3000 ft: Higher layer between 6000 and 11000ft., second layer between 14000 and 15000ft.
- K. Huber and Keehn
- 1. 111.

OPER TI MAL PRIORITY SECRET

110TH TASTICAL RECOGNISCENCE Group
71st Reconnelscance Group
AP\$ 70

SFZ, SK-9, FD-47 V EVC

June 1945

PO: A-S, 309th Bomb Wing, Air Limison Section, Sixth Army, G-3 Air, I Corps.

FIRAL MI SICE RE ORT

- 160-D-28, Sq Mission No 355, 110th Tee Ren Sq, 71st Ren Sp, 9 June 1948, two F-6's.
- R. VR 2 & 4.
- 0. TO 0830/I TOT 0850-1045/I TL 1115/I Alt. 500 to min.
- 6. Mission 10 % incomplete due to weather. Six individual strefing passes on camouflaged U/S barge in river at 17 deg 07 min N - 121 deg 55 min E obtaining small column of smoke. Six individual strefing passes on U/I vehicle, believed truck concented under tree beside May 5 at 17 deg 17 min N - 121 deg 48 min E revealed by Sipa covered track sign resulted in incressing column of blue smoke.
  8. Through 0. Nil.
- H. Obliques at 0900/I of GARLY NORTH A/D(16 deg 40 min N 121 deg 40 min S).
- 1. Route VR & & 4 except for May 11.

  Moden bridge probable location 17 deg 21 min N 121 deg 48 min E had center section aftre.

  Prom II CAN (17 deg 08 min N 121 deg 55 min E) to TUGUNDARO (17 deg 56 min N 121 deg 44 min S) was indication of heavy vehicular traffic. And trails from mundy spots on Hwy were to N indicationg N bound traffic.

  Between TUGUNDARO and NACULINO (17 deg 56 min N 121 deg 37 min E) has mund sign on Hwy 5 indicating heavy foot traffice or sminel traffic between huts and villages adjacent to CAMAYAN RIVER and the hills to E of Hwy 5 where signs facined out into maze of tracks. There was no sign of vehicater traffic along Highway 5 across mud tracked E-W trails. At river fords and detours to temporary bridges along Highway 5 in this area was sign of neavy foot traffic and wheeled traffic. Direction of this track sign undetermined.

  Prom MARSIPHED to 18 deg 08 min N-121 deg 40 min E, was track migh of several vehicles, direction undetermined due to lack of mud holes on Highway.
- sud holes on Highway.

  J. 9/10 between 1000 and 1500 ft. over CAGAYAN VALLEY & BABUYAN
  ISLANDS. High overcast above 10,000 ft. west and south CARABALLO MTS 10/10 from deck to 15,000 ft. West coast 8/10 from
  1000 ft. up.

K. Wells and Crawford.

#### OPERATIONAL PRIORLTY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 70

9 June 1945

EFZ

A EAC

TO: A-2, 309th Bomb Wing.

AMENDMENT TO FINAL MISSION REPORT

- A. 152-D-41, Sq Mission No 320, 110th Tac Ron Sq, 71st Ron Gp, 1 June 1945, eight F-6's.
- B. Targets of opportunity on west FORMOSA.
  Amend following paragraphs to read:
  - Our losses: Two F-6 type aircraft.

Pilots, 1st Lt. DAVID A. NYE, KIA.

K. General remarks.

1st Lt. DAVID A. NYE, ASM 0-795617, 71st Reconnaissance Group killed in action.

Interrogation of Lt. ROBERT E. WITHER, who has rejoined the squadron after hospitalization following rescue, revealed the following:

Mid air collision occured at approximately 1500/I at 23 deg 28 min N-120 deg 04 min E. He saw Lt. Nye parachuting to sea 100 yards from him. The last 50 feet of descent Nye's life raft was open and horizontal as though held by Nye. After hitting water only sighting was Nye's raft, visible when both were on crests of swells. A two masted auxilliary powered sail boat put out for the crash scene from island to west and a PT type of boat put out from TOSEKI, FORMOSA 23 deg 28 min N-120 deg 08 min E, but both vessels did 180 degree when Catelina appeared. Lt. Withee was picked up but Lt. Nye had been pulled under by his parachute but held near surface by life raft. Playmate surgeons examined lifeless body in water before parachute pulled it down out of sight in spite of efforts of Playmate crew.

Lt. Withee's escape and evasion pouch containing blood chit no. W-58317 and pointee talkee was lost and seen floating away.

Air sea reascue to be commended highly. Playmate appeared within 15 minutes and within 30 minutes of crash, rescued pilot was aboard.

#### OF ERATIONAL PRIORITY SECRET

110TH TACTICAL RECORNAL SANCE & WADR & 71st Recornelssance Group

10 June 1945

EFZ, SX-9, ND-47

A EAG

TO: A-2, 309th Bomb Wing, Air Lieison Section, Sixth Army, G-3 Air, I Corps

#### FIRAL MISSION REPORT

- A. 161-D-25 (BOOTHLACK 10-2), Sq Mission No. 357, 10 June 1945, 110th Tac Ron Sq, 71st Non Gp, seven F-6's.
- B. Bomb and strafe MT. 000 (605-746).
- C. TO 1110 T. TOT 1200-1225/I. Th 1340/I. Alt. 5000 ft. to min. One mechanical Chaff landed at 1130/I, and one mechanical Chaff landed at 1240/I.
- D. Mission completed. Primary out due to weather.

One-half sile South of PICATAR (17 deg 50 min N-121 deg 40 min N) resulted in one bomb cretering and rendering North approach unserviceable for traffic, the bomb beside bridge in creek bottom demaging support pilings. Other bombs fall without damage to target.

29 individual strafing passes on town of BULBULALA (17 deg 57 min N-121 deg 42 min N) resulted in three nips shacks fired with black smoke to several hundred feet and four nips shacks emitting meals smouldering smoke columns. On one of small smoking huts pilots noticed many richochets from nips sovered roof of 20 1 40 ft. building.

- E. thru G. Mil.
- H. Obliques of SULBHALA (17 deg 57 min N--121 deg 42 min 3) at 1230/1.
- 1. Route: Base to Bootslack to terget and return.
  Well travelled road between Highway #5 and BULBULLA
  (17 deg 57 min N--121 deg 42 min E) where forked with one end;
  ing in strafing area and second going East where it faded
  out.
- J. South and West GARARALLO MTES: Solid from deck to 11,000 ft. with rain off shore. Gararam Valley: Broken between 5000 and 9000 ft. High overcast at 15,000 ft.
- K. Pilots: Woland, Stohlson, Hannum, Youghi,

OPERATIONAL PRICALTY SECRET

-1-

THIS PAGE IS UNCLASSIFIED 161-D-25, 10 June 1945, 110th Tso Ren Do (Continued) Duensing, Moreland, Boardman, Evens. 1. 10 X 500 lb. 1/10 delay demos bombs in target area. 4 X 500 lb. 1/10 delay demos jettisored safe in bay. 7750 I .50 cal. OPERATIONAL PRODRETY CACRET

#### OF KRATL BAL PRIORITY SESTENT

110TH TAGTICAL AUGUSTAL CANCE STORE STADEON 70 70

10 June 1945

EFZ, SK-9, FD-47

V EVG

To: A-2, 309th Boat Wing, Air Limison Section, Sixth Army, C-3 Air, I Corps

#### WINAL MISSISM REPORT

- A. 161-D-24 (REPRES FOUR 10-6), Sq Mission No. 356, 10 June 1946, 110th Tec Ren Sq, 71st Tac Ren Gp, eight F-6's.
- B. Bomb and strafe TJGHEGARAD.
- G. TO 1100/T. TOT 1145-1230/1. Th 1845/T. Alt. 8000 ft. to min.
- D. Mission completed. Under direction of NAPHAN 4 attacked wooded area with 300 Mips three miles North of town of TURKERAND with six bombs direct hits on target area and with two bombs falling to East of target, with destruction of nips shack only observed results. 44 individual strafing passes resulted in burning two nips shacks with red flame and grayish black smoke to several fundred feet.

Eight bombs in wooded area two miles West of town of TWOUDDARAG on Heat benz of Dagayah Hiver with no observed results.

- E. thru H. Hil.
- I. Route: Direct.

New several small sipe type loon-to's in wooded target area. Also observed and the brush covering small conical or pyramidal installation about 6 to 8 ft. at base and 6 to 10 ft. high.

- J. Weather as reported on 161-0-25.
- K. Pilots: Dean, Phillips, Vagerland, Varrell, Rule, Archambeault, Streit, Koykka.
- 18 £ 500 lb. 1/10 sec delay demo boxbs on target. 4900 x .50 csl.

OPERATIONAL PRICETY BECRET

OPERATIONAL TRIORITY SECRET

110TH TACTICAL RECORNAL STANCE STUADEON 71st Reconsissance Group APO 70

11 June 1945

TO: A-2, FD-47 V EVO TO: A-2, FOSth Bomb Ring, Air Lisison Sestion, Sixth Army, G-3 Air, I corps.

FIRAL MISSION REPORT

- A. 162-0-14, Sq Mission Ro 358, 110th Tac Ron Sq, 71st Ron Sp, 11 June 1945, two F-6's.
- B. VR 1.
- 0. TO 0800/I TOT 0815-1045/I TI 1105/I Alt. minimum.
- D. Mission completed.
- S. through H. Hil.
- 1. Noute: VR 1.
  On road one mile SE of HIMBO (15 deg 42 min N-121 deg 20 min E)
  was uncemourlaged truck perked right angle across Hwy, rack
  In area between 16 deg 54 min N-121 deg 36 min E & Hwy 5 to
  aast observed extensive vanicular track sign through open
  field, draws and ridges. Axis of sign was east and west but
  direction oftraffic undetermined.
- J. As reported on 162-0-15.
- K. Ogle and Keehn.
- L. M11.

SPERATIONAL PRIORITY SECRET

#### OF SMATT MAL PRINGITY STURET

110TH TAG ICAL RECORDAL SEARCE S CADROB 71st Recordal scance Group APO 70

11 June 1948

EF3, SX-9, FD-47

V EYC

TO: A-S, 209th Bomb Wing, Air Linison Section, Sixth Army, G-3 Air, 1 Corps

#### FIRM MISSION REPORT

- A. 162-D-15, Sq Mission No. 359, 11 June 1945, 110th Tac Ron Sq. 71st Ron Sp, two F-6's.
- B. VR #2.
- c. To 0800/1. TOT 0820-1020/1. Th 1065/1. Alt. 500 ft. to min.
- D. Reconcissance 80% completed due to weather.

  8 individual strafing passes at CARIT MORTE (16 deg 27 min Merical deg 35 min M) on enemy seves with mil observed results.

  6 individual strafing passes made on stack of possibly 45 boxes measuring 2½ X lg ft. concessed in trees at 17 deg 39 min Merical deg 47 min M. Boxes appeared to be formerly covered, but covering was removed, possibly by bomb hit. Fair concentration of hits but mil observed results.
- E. thru H. Nil.
- I. Route: VR #2 direct.
  On mission #180-D-28, 9 June, two F-8's of this squadron made strafing attack at U/I vehicles under trees at Hwy #5 at 17 deg 17 min K-121 deg 49 min E. These U/I vehicles were identified as two tanks and had been completely destroyed by that attack.

  Between S. JUAH (17 deg 12 min K-121 deg 52 min E) and 17 deg 06 min K-121 deg 45 min E, just South of TUDUSGARAD on Highway #5 were cleated fresh vehicle tracks. Direction of tracks unknown.

  Between TUCUSCARAC (17 deg 37 min K-121 deg 44 min E) and ALCALA at 17 deg 54 min K-121 deg 38 min E on Highway #5 were old vehicular tracks.

  Trail between BAGGAO (17 deg 56 min K-121 deg 46 min E) and CUMAO (18 deg 03 min E-121 deg 46 min E) showed no signs of activity!

  On Highway #5 at 18 deg 07 min K-121 deg 40 min E on road headed Bouth was 18 ton truck with broken rear axle.
  On river bed at BABTIAGO (18 deg 41 min K-121 deg 35 min E) were vehicle tracks at point where Highway #5 crosses the

OPERATIONAL PERCENTY SECRET

### OPENANT HAL PHICKITY SEGRET

Mission No. 162-D-15, 11 June 1845, 110th Tac Ren Sq (Cont'd)

river. Sighting was reported to BURNY. Direction of tracks and stermined.

- J. CACATAR VALLEY: 3/10 covered at 2000-3000 ft. BAGARAC: 5/10 at 2500 to 5000 ft. SOUTH CARLEALLO ETEC: Covered from deck to 10,000 ft.
- K. Pilote: Wells, Voegeli.
- L. 1000 % .50 cal.

OPERATIONAL PRIORITY SECRET

11074 TACTICAL REGURNALS SANCE S JADRON 71st Reconneissance Group

11 June 1945

MTZ, 0X-9, YD-47

PO: A-2, 209th Bomb ling, Air Liaison Section, Sixth rmy, 0-5 Air, I Corps.

FILL MISSION OF THE

- 162-D-16, 54 Mission No 360, 110th Two Ren S4, 71st Men op, 11 June 1945, two F-6's.
- B. VR 1.
- G. TO 1305/1 TOT 1345-1515/1 TL 1710/1 GDATES Landed at TONGA due to MI at 1606/1, took off 1680/1.
- On direction of SUATY made 4 individual strafing passes on uncessouflaged flat bed truck perked on May 4, northwest at 16 deg 40 min H-121 deg 13 min H, obtained good concentration of hits and smoke but no fire.
- M. through H. Bil.
- I. Route: Mastern VM 1.

  Perked on hairpin curve under trees et 18 deg 41 min M-121
  deg 13 min 8 on May 4 was 6 % 6 oanvess topped truck. 100

  Minfills Eschiffe but tide vehicle parked facing north. Reported
  fire towards our own troops.

  Trees edjacent to May 4 for next ten miles concealed camouflaged areas, believed to be boxed supplies. Average size of
  demoutlage area 4 x 10 x 10. Noticed heavy concentration in
  erea from 16 deg 44 min M-121 deg 10 min 8 to 8 miles MM.
- J. MX: AB reported on 182-0-17.
- K. Snyder and Evens.
- L. Bil.

A GREWITH AT PRICETTY LEGIST.

71st Reconneissance Group

11 June 1945

ara, and, made v avo

To: 4-2, 209th Bomb sing, Air Lieison Section, Sixth Army, 5-3 air, 1 Corps.

FIRM MINION A FORT

- A. 188-D-17, 34 Mission Fo 361, 110th Tao Ren q, 71at Ron Sp, 11 June 1965, two F-6's.
- B. VH 2.
- 0. FO 1200/1 TOF 1885-1550/1 31 1610/1 Alt. 15,000 to min.
- D. 4 individual strafing passes on truck concessed in trees at west and of GARIT MARTH strip 16 deg 40 min N-121 deg 40 min N-21 deg 40 min N-121 deg 40 min N-
- . through G. Nil.
- H. 1420 obliques of Dalmar 10 deg 08 min N-121 deg 40 min B.
- 1. The 2 route direct.

  Netween 10713 17 deg 27 min N-121 deg 46 min 3 and TOUSEGARAD

  18 deg 08 min N-121 deg 44 min 5 on dwy 5 were cleated

  vehicular tracks. Direction of track unknown.

  Between TUUSEGARAD 17 deg 37 min N-121 deg 44 min 5 and

  FENABLANCA 17 deg 37 min N-121 deg 46 min 5, were fresh

  vehicular tracks on read and running off into trees and east

  of PENABLANCA.

  Anti-strafing cables were located in violaity of PICCATAN

  17 deg 57 min N-121 deg 42 min N.
- 1. South Caraballo MTS. 8/10 from 2500 ft. 11,000 ft. ounulus. Cadatal Valley, CAVU.
- K. Stohison and Gooch.
- L. I .50 onl.

#### OPERATI BAL PRICRITY SECRET

110TH TACTICAL RECORDAL SEARCE SEGADRON 71st Recordal searce Group APO 70

12 June 1945

EFE. SX-9, FD-47

A RAG

TO: A-R, 309th Bomb Wing. Air Lieison Section, Sixth Army, G-S Air, I Corps.

#### FINAL MISSION REPORT

- A. 163-D-22, Army Mission No. NEPHER 4 12-7, Sq Mission No. 362, 12 June 1945, 110th Tac Ron Sq, 71et Ron Sp, 12 F-6's.
- B. Bomb and strafe Last (17 deg 52 min N--121 deg 65 min E).
- c. TO 0930/1. TOT 1015-1100/1. TL 1200/1. Alt. 7000 ft. to min.
- D. Mission completed. Three previous attacks this corning on LEMU so ANTHON 4 directed attacks in 19810 area (17 deg 45 min N-121 deg 44 min E.)

  8 bombs and 18 individual strafing passes made on wooded area beginning at N. edge of 18813 with no observed results. 16 bombs and 35 individual strafing passes on wooded area 1800 yards 3. of 18910 and west of highway 55 resulted in burning one nips shack with red flame and black smoke to several hundred fest, and three other nips shacks starting to burn as planes left area. One flash explosion after one set of bombs fell.
- K. thru H. Hil.
- I. Route: Direct.
  In vicinity of 17 deg 55 min N--121 deg 47 min E at ford of secondary road, undervater section of ford has been corduroyed. Road seemed heavily used by vehicular traffic. This road loops off towards North, then hast anding at Parabab. Heaviest track sign is on ford helf of road, Parahan helf of road shows fair amount of vehicular sign. Road 2. of Parahan showed so sign of useage.
- J. BALETE PASS, 2/10 between 5000 and 11,000 ft. GACAYAN VALLEY, CAVU.
- K. Pilots: Roland, Boerdmen, Upton, Phillips, Sheridan, Hannum, Grawford, Duensing, Sapp, Hauffmen, Goble.
- L. 24 X 500 lb. inst. demo bombs dropped on target, .025 see delay tail fuse. 11,200 X .50 cal., est.

OPERATIONAL PRIORITY SECRET

110TH TAUTION ANDENNISABED SCHOOL TIST SCHOOL SECTION OF TO TO

15 June 1948

27, 31-9, 73-47

TJ: 4-2, SOSTA Samb sing. Air lisicon section, Sixth Army, 0-8 air, 1 corps.

A. 164-0-28, 04 Richton Fo 283, 110th Tag Ron Sq. Vist Ron Sp. 15 Jame 1246, 570 F-6's.

B. VR 9 1.

0. TO 0740/1 TOT 0800-1000/1 Ti 1040/1 Alt. minimum.

- D. Mission 40% incomplete due to EX.

  4 individual strafing passes on uncamouflaged open truck
  perked facing morth of May 4 at 16 deg 4% min H-121 deg 12
  min 2 with good hits but he fire. 8 individual strafing
  passes on unidentified compuflaged vehicle parked on side of
  but to Tire.
- E. through G. Mil.
- H. Obliques at 1000/1 of campaflaged bundles on May 4 in vicinity of 16 deg 60 min B-121 deg 07 min E and 16 deg 47 min E-121
- 1. VR 2 1, except Regard to BORTOS area.

  On May 4 between 15 deg 40 min N-121 deg 15 min M and KIAROAN 16 deg 47 min N-121 deg 05 min M, was considerable canoufleged material. About ten believed to be vehicles but serviceablelong edges of road.

  At 16 deg 47 min N-121 deg 09 min M on May 4 saw 10 to 15 uniformed Wips taking cover in define as planes approached. Traffic unknown.

  At 16 deg 57 min N-121 deg 03 min M, saw estimated 15 or more uniformed Wips taking cover as planes approached. Traffic unknown.

  At 16 deg 57 min N-121 deg 03 min M, saw estimated 15 or more uniformed Wips taking cover as planes approached.

  By May 1 and been heading towards BORTOS.

  By May 1 and been heading towards BORTOS.
- J. WX: BACCIO to BORTOC 8/10 between 8000 and 8000 ft. SW GLOAYAR VALLEY 7/10 between 1000 and 1500 ft.
- L. Brattoli and Moreland.

11078 Notical Combain nos s Mason Plat recommissance Group

13 June 1945

EFR, 97-9, 70-47 V EVO

TO: A-E, 309th Somb wing, sir limison setion, Sixth Army, G-3 Air, I Corps.

PIKAL ABOUT MENORT

- A. 164-D-24, Sc Mission No 254, 110th Two Ren Hg, 71st Ren Op, 13 June 1948, two F-6's.
- U. VH & 2 and 3.
- 0. TO 0800/1. TOT 0620-1010/1. Th 1106/1. Altitude minimum.
- D. Mission 75% incomplate due to weather.

  i individual strafing passes on caspaflaged vehicle, believed to be a half-track, or hill at 18 deg 02 min N--121 deg 40 min E, obtained good consentration of hits out so fire.

  Sincividual strafing passes on caspaflaged track hidden in whoded and brush area in visinity of 18 deg 07 min N--121 deg 41 sis with so observed results.

  6 individual strafing passes on two trucks at 16 deg 42 min N--121 deg 12 min 2 with hits but no fires. One believed to have been unserviceable prior to attack.
- B. thru . Mil.
- H. Yes, obliques of truck conceeled in wooded and brush eres at 18 deg 07 min E--121 deg 41 min E at 0930/1.
- In erec to NE, East, and HE of GART A/D observed much track sign believed to be vehicular, leed into wooded clamps in loothills in this area.

  Highway #5 appears serviceable from MAGHEIAM (17 deg 02 min N-191 deg 50 min E) to North coast, with unserviceable bridges by-passed by temporary bridge or fords. Highway appears to have been well used.

  At 18 deg 07 min N-121 deg 41 min E observed truck in revetament hidden by trees next to Highway #5. Could not attack due to terrain. On return 30 minutes later truck had been removed. To immediate NH is tree covered erea with heavy undergrowth of bruch. Appeared suitable for dispersel area capable of conceeling meny vehicles. One canouflaged truck here strafed and photo taken.

OPERATIONAL PRIGRITY REGRET

OF A CYLCRAL PRICETTY SECRET

164-D-84 (Continued) 110th Tac Ron Sq

At 18 dag 21 min K-122 deg 08 min 8 was 15 % 25 ft. berge pulled up on shore.

- J. As reported on 164-0-25.
- K. Pilote: Archambeault, Perrell.
- L. 1800 X .50 csl.

OPERATIONAL PRIGRITY SEGRET

THIS PAGE IS UNCLASSIFIED 110TH TAUTICAL RECORNAL SCAFCE SCIADRON 71st Recornaissance Group 15 June 1945 A SAC BFL, Skel, FD-47 TO: AmE, 300th Bomb bing, Air Linion Section, Sinth Army, 0-8 Air, I Corps. MEAL MESION REPORT 164-D-25, Sq Mineton Ro 365, 110th Too Ron Sq, Flat Ron Sp, 13 June 1945, two F-6\*6. VR # 1 TO 1848/1 TOT 1880-1450/1 Th 1800/1 Alt. minimum ridges between SAFTIAGO (16 deg 42 min Helfl deg 55 on REMAUTE (16 deg 45 min Helfl deg 41 min B) on Rig ridges were passable with the exception of the one of Just seat of ECHAOTE. Findings were reported to J. Lever GAGAYAE VALLEY 10/10 covered from 500 to with sein equalis. Southern GARABALLO HTS. fro 18,000 ft. and building up. Le Tragge and Kaleere L. ELL. OPERATIONAL PRIDRITY SECRET

THIS PAGE IS UNCLASSIFIED OPERATIONAL PROBETY DECRET 110TH TAGTICAL MECOMERISSANCE S. JADROE 15 June 1946 ETE, DE-0, 70-67 V SVD TO: A-S. MEAL MESTOR REPORT Be 200, 110th Tao Res Sq, 71st Res Sp, TOT AND 1440/1 Th. 1820/1 Alt. minimum. to: TH 2 & S except BAUSIO to BURTOG. At 16 day 50 min N-121 day 36 min No saw 5 individuals walking north bound on read taking over as planes appeared. J. Wil As reported on 164-Della-O'Heill and Phillips. Lo Ello O DESTRUCTION OF SECRET

OF ERATIONAL PRICEITY SECRET

THIS PAGE IS UNCLASSIFIED

110TH TAUTIUAL RECORDAL STANCE SACIADRON 71st Recommissance Group
APO 70

13 June 1945

RFE, SK-0, MD-47

A EAD

TO: A=2, 309th Bomb Wing, Air Lisions Section, Digth Army, G=5 Air, I Compa,

#### FIRAL MISSION REPORT

- A. 164-Deft, Army Michiga No VO-206, Sq Michiga No 367, 110th Too Rea Sq, Flot Rea to 15 June 1945, eight F-6's.
- B. Bond and strafe MIRALOG (17 deg 01 min H-121 deg 50 min E).
- C. TO 1310/1 TOT 1840-1415/1 W. 1830/1 Alt. minimum.
  One mechanical SHAFF landed at 1820/1 after jettimosing bombo in LINGAYER RAY. Two planes landed LADAG due to WX.
- D. 4 or 5 sipe type cheeks destroyed by both hits but no fires.

  15 bombs in target area, two weredule and didn't emplote.

  Two bombs hung up and fall in open field on west side of CAGATAN RIVER. He personnel or houses in this area.
- E. through H. 181.
- I. He sightings not proviously reported.
- J. Touther as reported on 166-0-85.
- Z. Deen, Toogalli, Pagarland, Sapp, Kopkka, Johnson, Evans and
- L. 16 X 800 1b. inste bunbs.

OFER TIONAL PRIDRITY ERCRET

OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECORDALSSAUGE S. JADRON
7168 Recommission Group

14 June 1940

EFS, SX-0, 10-47

A BAO

To: A-C, 309th Somb Wing, Air Linion Scotion, Sixth Army, G-S Air, I Corps.

PIRAL MISSION REPORT

- A. 160-0-25, Army Macion No REPHEN 14-5, Sq Marion No 568, 110th The Ren Sq. Ties Ren Op. 14 June 1946, eight F-6's.
- B. Book and atrafe KAYAN NEPERS &.
- 6. 70 0750/1 TOT 0028-0005/1 TL 0055/1 Alt. 8000 ft. to min.
- D. Three direct hits in terret area, is bonbs foll out of target area, but no personnel where the bombs foll.

  It individual etrofing passes on target area with no observed results.
- He through He Hile
- I. Routes Discot to KAYAR. No other sightings not previously
- J. WES Seath GARABALLO 10/10 from 11,000 to 11,000 ft. on mountains, 4/10 from test to 200 ft. above.
- L. Hale, Sappy Syton, Sycroft, Sheridan, Srugal, Subor and
- L. 16 X 800 1h. bombs.

x .50 cal.

070/

OPER TION L PRIORITY SUCRET

THIS PAGE IS UNCLASSIFIED OF ER TICK .. . SIJRITY ... CROT LIOTE TACTICAL RECORNALISEANCE SENADRON 14 June 1946 BFL, SE-0, FD-67 W EVO Licison Seption, Sixth Army, 308 Air, I Corps. FIRML MINIST ON HER ONLY ab and parete comes under direction of William 4. 5/1. TOT 1088-1180/1. TL 1218/1. Alt. 8000 ft. to min. on LASON (18 deg OR min House) des BALLYTE PARS and GARABALLO MYES: drawford, Moreland, K. Pilete: Johnson, L. 16 K 800 1b. done bombs, .025 see delay, dropped on target. OFERATIONAL PRIORITY SECRET 0785

THIS PAGE IS UNCLASSIFIED OF SHALL AND THE STREET 110TH TAUTICAL RECOFFAISSANCE SCHADRON A MAG E7%, 85-9, 10-67 FIRAL MESSION AND DREE De Hissian Do 570, 110th Two Dan Se, Viet Hen Gp. person of GERVARTES, to MARKAYAR and BIETOG. 800/1 TOT 0618-8918/1 TL 0050/1. Alt. 8000 to 500 ft. K. Filoto: Welle, Lawrence L. Mil. OPPRESSORAL PRIORITY CHARACT 0 / 8 5

THIS PAGE IS UNCLASSIFIED 3 ERATION L. BLOSETT LOCAL 110TH TACTICAL RECOFFALESANCE SCUADRON 18 June 1945 MEAL MISSIST BEPORT 165-D-85, Sq Minsion So STR, 110th Tao Ron Sq, Vist Ron Sp, 18 June 1966, Sup N-678. TOT 0000-1115/1 71 1180/1 Alt. minimus. No CARABALLO MT9., mountain tops to 7860 ft. colid.
GAGATAN VALLEY, CAVI except for this layer scattered between ILAGES and TUSTEGARAO at 1000 ft. RESTA INLANDE 5/10 at \$000 ft. J. W. GARABALLO MYS., MOSE GAGATAN VALLEY, DAVI OF K. Louis and Etchioon. L. Elle

O SECTIONAL PRIDETTY SECRET

#### OF ERATIONAL PRIORITY REGRET

## 110% TAG TIGAL RECORDAL SEARCE SCUADE & VANCE PROPERTY OF THE PROPERTY OF THE

15 June 1945

EFZ. SK-0. PD-47

A EAS

TO: A-G, SOUTH Bomb Wing, Air Linicon Section, Sixth Army, G-5 Air, I Corps

#### PIRAL MISSION REPORT

- A. 166-0-26, Sq Mission So. 372, 15 June 1945, 110th Tae Ren Sq. 71st Ren Gp. two F-6\*s.
- 6. TO 5746/1. Tor 9880-0948/1. TL 1080/1. Alt. 1000 ft. to min.
- D. Mission complete.
- E. thru F. Bil.
- G. Possible olight, medium, inscourate from ours position about 1800 yards heat of intersection of TUNISARAS runney, (17 deg 20 min F-191 deg 48 min E).
- H. Shiiquon of PAYAMAN area (16 deg 40 min Now-121 deg 12 min %)
  at 3048/1.
  Shiiquon of emouflaged truck at 16 deg 40 min Now-121 deg 07
  min 2 at 6004/1.
  Shiiquon of emouflaged truck at 17 deg 00 min Now-121 deg 02
  min 3 at 5004/1.
- I. Route: Direct.

  On Highway At at erosproads South of PARTIES 15 deg 40 min Re-LAL deg 57 min I were two exacuflaged treats on North side of read feeing North, essential by foliage. Photos taken. Reported to BURNT.

  On Ray 6 at heirpin turn 17 deg 60 min N-121 deg 62 min R were 2 trusts feeing north essentiaged by foliage. Photos taken. Reported to BURNT.
- J. South CAGAYAN and BAGADAG 10/10 dock to 1000 ft. South CAGAYAN 4/10 from 3000 to 4000 ft. South CARABALLO MTS. from dock to 10,000 ft.
- K. Brettoli and Sapp.

  Hwy 4 area not covered by BUNNY but by unknown S.A.P. Bo
  strafing of target sighted on May for this reason.

  1. B41.

#### DERACTORAL PRODRICT CAUSET

110TH TACTICAL RECONNAISEAGE SCHADESE Flet Hecornissence Group

15 June 1945

SFR, SI-9, ED-47

A MAG

To: A-E, 309th Bomb Wing, Air Licison Section, Sixth Army, G-3 Air, I Corps.

#### FIRST MISSION REPORT

- 4. 186-D-388, 50 Mission Fo 373, 110th Tee Ron St., 71st Ren Sp., 15 June 1948, two F-6\*s.
- B. Recco of CHRYANTES, etc.
- 0. TO 0085/1 TOT 0918-1815/1 TL 1245/1 Alt. minimum.
- 8. Hissian completed.
  13 individual strafing passes on camouflaged truck along Hey from CORANO (16 deg 80 min E-120 deg 50 min E) to CARAGAE (17 deg 60 min E-120 deg 65 min E). No observed results.
- E. through G. Bil.
- H. Obliques of TVAO STRIP (17 deg 44 min N-121 deg 28 min N) at 1030/1. Obliques of truck on Hwy (18 deg 50 min N-120 deg 50 min N) at 1800/1.
- At May junction at GURANO (16 deg 80 sie N-120 deg 80 sie E) and on May up to SABACAN (17 deg 80 sie E-120 deg 80 sie E) were possibly 20 to 30 trucks concealed in follage on both sides of May. First trucks photoed.

  Just cast of TABLAN (16 deg 60 sie N-120 deg 61 min E) were approximately 10 Japs who took cover when receo plance appeared. They were not strafed because of terrain.

  Just cast of SAGAYAN RIVER at 17 deg 16 min E-121 deg 80 min E sew 2 caves and possibly more consecled in trees. Also sign of truck cativity.
- J. S. GAGATAN VALLEY 4/10 from 8000 to 6600 ft. S. GARABALLO RTS. 5/10 from deek to 18000 ft. GRRYADTES & immediate area is GAVI.
- K. Hough & Keuffman.
- L. I .50 oal.

OF BRATIONAL PRIORITY SECRET

OF SECTIONAL PRIMARY CHINES

#### 110% PROTECTED STREET, STREET OF STREET Ties Pescentissumes Grace APO 70

15 June 1945

EFS, 84-9, 30-47

A MAG

TO: 4-8, SOUTH Bond Wind, Sir lisioon Section, Sixth Army, 3-3 Air, I corps.

MIN MENIN REPORT

- 166-6-267, Sq Signion No 374, 116th Two Sen Sq, 71st Ros Up, 15 June 1945, two 7-5's.
- B. Armed resco of GEVASTE area.
- c. TO 1150/1 TOT 1815-1600/1 Th 1435/1 Alt. 12,000 ft. to min.
- D. Mission completes.
- L. through F. Bil.
- Slight, light, lassourate MA fire encountered at approx-17 deg 02 min N-120 deg 55 min N, over May just south of BOMY GO
- H. M11.
- I. Route: Dirout.

  By at 17 deg 00 min B-180 deg 50 nin 8 more about 12 Nips, all armed, in grown slothing walking aboth, they took cover upon spotting planes.

  Just off May at 16 deg 16 min N-180 deg 50 min 8 more about 6 stooks of supplies about 10 ft. long, 4 ft. wide and ebout 6 ft. high. They were well somewheld by branches. Suchle to strafe due to mouther.
- J. Southern Carabalo STR. 8/10 sovered from deek to 18,000 ft. Southern Caraba Valley 5/10 from 1880 to 6000 ft.
- A. Duemaing and Toogeli.
- L. E11.

OF REATTMENT PRICETTY CHARRY

#### OFTERATIONAL PRIGRITY CHORST

## 110TH TAUTICAL RECURBALSSANCE S GADRON 71st Recommander Group AFO 76

15 June 1945

EFE, SE-9, MD-47

A RAC

TO: A-2, SO9th Boab Fing, Air Limison Section, Sixth Aray, G-8 Air, I Corps.

#### FIRAL MISSION SEPONT

- A. 186-3-86, Sq Mission Ro 375, 110th Tao Ron Sq, 71st Ron Sp, 15 June 1945, two F-6's.
- B. VR # 1.
- 8. TO 1850/1 TOT 1815-1445/1 TL 1580/1 Alt. minimum.
- 8 individual strafing passes on medium Jap tank consecled in brush along May 4 at 15 day 50 min N-121 day 05 min E. resulted in excellent concentration of mits but no fire. 4 individual strafing passes on 2 empty trucks parsed on May facing south at 16 day 52 min N-121 day 05 min E. resulted in hits but no smoke or fire.

  2 individual strafing passes on 6 unidentified vehicles (possibly Fap Jeopa) parked feeing south at 16 day 58 min N-121 day 01 min N. Mits but no fires.

  2 individual strafing passes on active gan position in cave at 16 day 48 min N-121 day 09 min N resulted in explosion which mushroomed dirt and dust leaving creter.

  2 individual strafing passes on emourleyed installation 50 yards 5 of gan position resulted in white solump of smoke to 200 ft.
- 2. through F. Fil.
- 6. Slight, medium, inascurate at minimum eltitude from position in ceve at 16 deg 46 min E-121 deg 69 min E.
- H. M11.
- 1. Route: Directed.
  Along May 4 between 16 deg 47 min E-121 deg 68 min 2 and 16
  deg 87 min E-121 deg 93 min E, were estimated 50 vehicles,
  most of them shot up on previous attack. 5 or 16 of these
  vehicles appeared undamaged.
  80 yerds 2 of jeeps strafed at 16 deg 58 min E-121 deg 61 min
  b were 4 more parked facing ports. No attack due to terrois.
- J. BALUTE PASS, 6/10 between 6000 and 6000 ft. S. GAGAYAN 4/10 between 6000 and 8000 ft.
- K. O'Soill and Phillips. L. 2500 X .50 wal.

OF REAL PROPERTY SECRET

## 71st householdeness Group

EFZ, BA-9, FR-47

T EWG

15 June 1946

TO: 4-2, 209th Sout bing, Air Lielson Section, Sixth Army, 6-5 Air, I Corps.

#### FIRML MINIOR REPORT

- A. 160-0-27, 5% Mission So U76, 110th Teo Ron St, Vist Res Op. 15 June 1945, two F-6's.
- B. 72 / 2 & 4.
- c. 40 1250/1 707 1580-1515/1 TL 1580/1 Als. 500 fb. to min.
- 3. Bissish 180% complete.
  5 individual strating passes at 17 deg 57 min 8-121 deg 58 min 8 on wooded area just east of CASATAD MIVER. 5 aerilla target panel on west bank of CASATAD MIVER. 5 aerilla target panel on west bank of CASATAD MIVER. 5 aerilla target panel of CASATAD MIVER. 5 aerilla target panel of CASATAD MIVER. 2 individual atrafing passes on east bank of CASATAD MIVER 50 yards below wooded area, target was marked by guerilla panel on west bank of river just norms from the target. No observed results.
- he tarough H. Mil.
- I. House: Biroot.

  Foot paths on continuent side of FIGA I MARD just west of
  BIRTO PT. chowed recent signs of activity, but no personnel
  bers sighted. Fortification in this area appeared deserted
  with mater standing in them.

  Coondary road not on west side of MARRA MADRE Mts. between
  livy 5 and foot of mts. from Hadden (17 deg 00 min N-121 deg
  bl nin S) to FIFTANIE (17 deg 50 min N-121 deg 51 min N) showed
  many from trees signs both vebicular and certs.
  On east bank of CALYAR MITTAN at FACULITY (17 deg 61 min N121 deg 50 min N) a raft was signted in good condition about
  15 by 16 ft. apparently and for erossing river.
- 7. 010478 VALLEY, 5/10 from 3000 to 11,000 ft. BALETT PAGE 9/10 from 800 to 15,000 ft.
- Z. Kaiser and Evens.
- 1. 1700 X .50 cel.

WERESTING PRICEITY CEORET

1107M VASTICAL RESUMBAL BURNES PORTOR 71 at Reconnel season Group

15 June 1945

BFL, SL-9, FD-47 A FAN

To: 4-8, 300th Boxb Wing, aixth army, 9-5 Ar. I Gorge.

PINAL ALBERTAN MET INT

- 165-0-280, 30 Mission No 397, 115th Two Mon Mc, 71st Hen Op, 18 June 1965, two F-6's.
- 8. Freed recor of Search area. 6. TO 1800/1 FOT 1800-1846/1 Th 1708/1 Alt. a Linux
- Mission 100% corplete. 6 individual strating passes on 6 hips just south of Cantaras (16 deg 50 mis 5-120 deg 40 mis 5) under direction of Cantaras 8. No observed results but good consentration of hits.
  E individual strating passes on 2 Mips just across river from CREVARTES (15 deg 58 min E-120 deg 65 min E) in hips shock under direction of hitse but no observed results.
- through R. Bil. Boate: Direct.
- At approx. 2 miles north of Resthouse at 15 deg 21 min 8-150 dog 56 min R on Hwy were two Fips with smell packs who took

cover upon spotting planes. On May just north of Restause 18 deg 21 Man N-120 deg 54 min B to Bisa 15 deg 58 min E-120 deg 55 min K were Firs welking along roed headed north. They were singly and in pairs, all pero carrying posts, took ower upon spotting plates. on May facing north was one cancellaged empty hip true.

Approx. to east of may just north of ATTERK (16 deg 10 min R180 deg 47 min B) were about 4 or 5 eaves.

Horth of RACTIO (16 deg 76 min B-180 deg 45 min E) strung out

on Bay. were epprox. 6 Hips with peaks walking north. BALKTE PASS 10/10 from 6000 to 12000 ft. with seattered

clouds to 20000 ft. EDETOC, DERVARTES area \$/10 from 8600 to 10000 ft.

3160 X .50 cal.

110 M PAGRICIA AND ADMINISTRATION OF THE PROPERTY OF THE PROPE

197, 1.-9, 10-67 7 ave

15 June 1945

20: 4-2, 309th Sout Fing. Air Lielson Acction, Sixth Fray. 0-3 Air, I Corps.

MENT RECTOR STORY

- A. 167-2-26, tray Mission Bo Downlank 16-1, St Mission Bo 276, 16 June 1966, libth tee Ron Sq. 71st Son Gp, seven F-6's.
- B. Boxb and strafe Loo ander direction of Boord and primary turget, but not mit. Prox secondary target with Found a boxbed and strafed may just mouth of Hillow (17 4eg 00 min H-121 deg 00 min H).
- c. TO 0900/1 FOT 0930-1080/1 TL 1100/1 Alt. 10,000 ft. to min.
  R sechanical charge lepted as 0930/1, bombs jetsisomed in
- D. Mission 100% complete. All ten 500 lb. Sumps exploded in target area. St individual strafing papers is target area with good concentration of hits. Two high type houses were fired with blaich white mooks. Large building with tin roof was hit, and gave off blaich white mooks. Results reported to have an
- E. THROUGH F. Bil.
- G. Clight, medium, inconstate M/A fire in target eres, liver (17 des GG min 1-131 des 52 min 2).
- H. Obliques of terget eres at 111045 (17 deg 06 min B-121 deg 55 min H) at 1080/1.
- I. Route direct. No other sightings not proviously reported.
- J. S. daraballo MYG. from dook to 11,000 ft.
  S. CAGATAR VALLEY, 10/10 from 8000 to 25,000 ft.
  Cusuallo mimbalos cover very dark over southern TIBREA MADRE
- M. Bratteli, Phillips, Krolger, Koyaka, Johnson, Fragel and
- 1. 10 I 800 1b. demos dropped on target area. 4 X 500 1b. demos Gropped 12 bey.

5500 I .50 cal.

65A-0

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LICK TION L SUIDELTY SEGRET

## 110TH TASTICAL RECORDATESANCE STADROS. 71st Resolutionance Group ATO 70

16 June 1946

EFE, 52-9, 70-47 V 170

%3: A-2, SOSTA Somb Firs, Air Lieison Ametion, Sixth Army, G-8 Air, I Corps.

FIRST MINGTON 287 DRY

- A. 167-0-27, Army Mission No North-4 16-6, Sq Mission No 579, 110th Toe Ron Cq. 71st Acr Op. 16 June 1940, eight F-6's.
- 2. Such and strafe 0:800880000 (10 deg 15 min 8-181 deg 50 min 8) under direction of \$20028 4.
- C. TO 0980/I FOT 1018-1080/I Th 1810/I Alt. 18,000 ft. to mis.
- D. Riselet 100% omeplate.

  15 I 500 tembs in target area, one mang and fell off in water just off soest and exploded. One maps type shack hit on sorner. St individual straing passes in target area, with good concentration of hits, but no observed results.
- F. through F. Mil.
- C. Slight, medium, inacourate A/A fire from AFAMA (16 deg 22 min 8-121 deg 50 min 8).
- H. B11.
- 1. From HASI (18 deg 14 min H-131 deg 36 min H) to just east of APAREI (18 deg 22 min H-121 deg 38 min H) on both sides of Hwy 3 most of the buildings had their shutters closed. He personnel were eround but many careboo were sighted.
- 3. Balach Pass 8/10 from dook to 9000 ft. B. CAGAYAN VALLEY 4/10 from 4000 to 7800 ft. Pront seems to be noving in from southern Minna Madra MTN. Best coast of LUXDE and Southern GAGAYAE VALLEY, CAVE.
- E. Fritts, Connors, Opton, dapp, Englar, Goble, Kauffman and Approft.
- L. 16 % 860 ib. denos

4500 .50 sel.

#### OF ERATIONAL PRIMERRY MEGRET

## 110TH TAGTICAL RECORDAL SEARCE SCHADE OF THE RECORDAL SEARCE CROUD

17 June 1948

MFZ, SX-0, FD-47

Y EVO

20: A-8, 309th Bomb Wing, Air Linion Section, Sixth Army G-8 Air, I Corps

#### FIRAL MISSION REPORT

- A. 160-D-Sin, Sq Mission No. 200, 110th Tas Hen Sq, That Ren Op, 17 June 1945, two 2-6's.
- S. Arest reese of GERVANTES, NAEKAYAN, and BORTOG.
- 0. TO 0810/1. TOT 0828/0929/1 TL 0040/1. Alt. 11,000 to 2000 ft.
- b. Mission 100 p complete.
  S individual strafing passes on two trucks on Righway facing South fast above GURARO (16 dag 80 min E-150 dag 50 min E).
  First truck did not have a hood, and both trucks were empty.
  Good commentation of hits but no fire.
- E. thru H. Bil.
- I. Route: Direct.
  Eil other sightings not previously reported.
- J. Southern CARABALLO MINS, CAVO.
- K. Pilote: Wells, Lawson.
- L. 600 X .60 ml., ost.

OPERATIONAL PRIORITY ORGERY

THIS PAGE IS UNCLASSIFIED OF BREAT PROPERTY ABORET 110TH TACTICAL RECORNAL SCHAECE SCHADRON 17 June 1968 EFL, SE-S, FD-47 PIRAL MISSISM REPORT -D-30, Sq Mission No. 201, 17 June 1948, 110th Tee Ren Sq. 16/1. TOT 0040-1025/1 T. 1085/1. Alt. minimus. 100 5 completed. of BOLD TOTH and area (16 deg 16 min H--5. S. GARARALLO NEES: 2/20 st 4000-0000 ft. only on Rostor side of rouge. SOUTH GASATAB VALLET! GAVS. K. Piloto: Tolgge, Kbohison. L. Bil. OF ENATIONAL PRIDRITY SECRET

THIS PAGE IS UNCLASSIFIED OFER-TOPAL SIGRITY SEER T 1107% TACTICAL REDOUBALSSANCE SQUADROB APO 17 June 1965 ETZ, SE-9, FD-47 A EAC Ard, 200th Bomb Wing, Air Liminon Section, Sixth Army, 0-8 Air, I Corps PINAL MISSIOF REPORT 160-D-27, Sq Mission So. 562, 17 June 1946, 110th Tae Ron Sq. 90 0946/1 TOT 0018-3006/1 TL 1048/1. Alt. minimum. Mission completed. Obliques at 1000/1 of beach defenses at 16 deg 10 min 1--Routes TR ft. BALETS PASS: 4/10 between 6000 and 6000 ft. Z. Pilote: O'Weill, Boardman. OPERATIONAL INIONITY SECRET

# 110TH TACTICAL REGGEBALEMARCE SCHADE DE PLOS RECONSALISSES GROUP APO 70 17 June 1945 EFZ, SI-S, FB-67 Are, 200th Pont Vine, Air Liaison Section, Sixth Army, THEAL MINE OF REPORT Plet Sen Op, two P-6'e. pocial aread roces of disvisting, MUSIASAN and BUSTOG. ndividual strating passes on 5 U/I deles on Rest edge of highway just 1 deg 40 min Reside deg 50 min Resident for 30 min Resident for Sun I bridge. S individual straffing passes on two semonflaged U/I Rip vehicles of secondary road at 16 deg 46 min B--180 deg 85 min S. Good concentration of him but no observed results. E. thru G. Fil-Obliques at 1880-1145/I of campuflaged vehicles at 16 deg 00 min N--120 deg 46 min Es 16 deg 11 min Es deg 47 min Es 16 deg 46 min N--120 deg 50 min Es GPERATIONAL PRIOXITY RECRET 0799

O BRATISMAL RIGHTY SECRET

110TH TACTION. BROOMMAISEANCE SUGADNOR FLOW TO TO

875, 64-6, FD-47 V SVC

18 June 1946

To: A-2, South Bomb wing, Air Lieison Section, Sixth Army, G-5 Air, I Corps.

FINAL MISSION RESORT

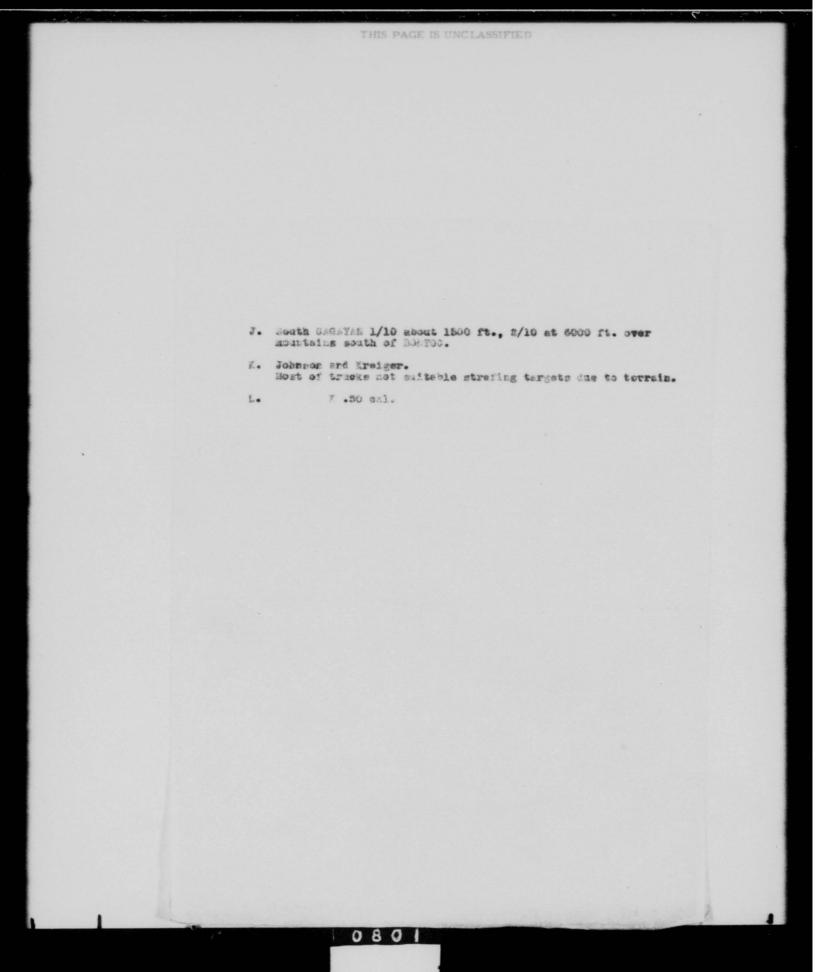
- A. 169-3-28, Sq Mission No Ses, 110th fee Ren Sq, 71st Sen Op.
- 3. VR / 1.
- c. TO 0750/1 TOT 0820-1015/1 TL 1030/1 Alt. minimus.
- D. Mission completed.
  On direction of EURLY made 5 individual strafing passes on loaded truck parked on temporery bridge under trees at 17 deg OB min N-121 deg 61 min N, resulted in destroying truck by fire and blocking bridge. Photos taken.
- E. through G. Ril.
- H. Obliques of tracks and roads at 17 deg 05 min B-121 deg 51 min B; 16 deg 50 min B-121 deg 00 min B; 15 deg 55 min B-121 deg 04 min B; and 16 deg 59 min B-121 deg 04 min E.
- I. Route: TR & 1.

  On Hwy at 16 deg 54 min N-180 deg 01 min B saw 10 to 15 uniformed men, ambulence type vehicle without visible marking, moving slowly to south, it was parked behind two appearantly serviceable Jap trucks beside Bay. American type joep parked facing north 20 yards 5 of ambulence, no markings visible. South of joep was 22 ton truck, with unidentified load of boxes parked facing morth. South was weapons type vehicle parked facing morth. No markings, no waving, but personnel did not take cover. Could not contest ground station. Photos

At 17 deg 00 min N-180 deg 05 min E on bend in road was 3 parked trucks facing towards BONTOG. Loads unidentified due to demouflage. Within 15 yards of trucks in wooded area were 2 small columns of smoke as thrugh from cooking fire. Photos taken.

The road not between 17 deg 01 min E-181 deg 01 min E and MIROSE area 16 deg 67 min E-181 deg 05 min E, observed estimated 60 or more vehicles well to poorly campuflaged, parked on sides and just off roads. Vehicles face no predominant direction, some face BORTOC others face BAGARAG.

Gould not contest either MYORE of BLOTTER.



GOAR TICK I CHICKITY CROKET

#### 1107H TACTICAL RECEBBALSCABON SCHADROB 71st Recommandednee Group AFO 70

18 June 1845

EYE, SE-0, FD-47 V EVC

TO: A-2, SO9th Somb Wing, Air Lisison Section, Sixth Army, G-3 Air, I Corps.

FIRAL MISSION REPORT

- 4. 169-0-24, Sq Mission Ro 389, 110th Tee Ren Sq, 71st Rom Gp, 18 June 1945, teo F-6\*s.
- B. VR & & 4.
- c. 40 9806/1 707 0622-1030/1 97 1050/1 Alt. 1000 Ft. to min.
- D. Shrough G. Mil.
- H. Obliques of beach area from 18 deg 16 min N-121 deg 86 min E and of blyouges 18 deg 11 min N-121 deg 60 min E.
- I. Houte: VR 2 & 4.

  Bil sighting of crashed 0-47 reported 10 miles south of OUBARD.

  Bil sighting of transport reported at TURNEDARAD A/D.
- J. HIS CASATAN North of TOSURGARAS 1/10 to 4/10 at 1500 ft. and building up. South of TOSURGARAS 3/10 to 4/10 at 5000 ft. mouth of BONTOG, CAVS.
- Z. Hannum and Snyder.
- L. Mil.

OPERATIONAL PHIGHTY SECRET

THIS PAGE IS UNCLASSIFIED A SECTION | POLICE PROPERTY 110TA BEST LE CHERT AFFAR TO BE TABLES That ecoppeleseres Group 200 70 18 Pane 1966 BFE, #5-6, 70-69 A RAC 70: 4-2, 209th Pont clos. Air lisions Cartion, Sixth Army, 0-4 dir, 1 Corps. MALL MINITED REPORT 16 June 1848, was foote. A. 12 / 1. c. 90 1850/1 for 1016-1680/1 to 1650/7 and 4000 ft. to mis. . Cleaner long complete. N. Craigh R. Pil. I. Boste: Direct. Tenstive eightime on reported enough case dump at days (17 deg of min 2) 3000 years sent of his day, obtained at regulate of man't and reported to man't. 3. 8. GARAGLE VILLE to 6/10 from 2000 to 10000 ft.
2. SIZERA MADERATE A/10 from 2000 to 10000 ft. K. Sithen and Yougoli. L. Bil. 080

S REATIONAL PRIORITY ASSESSED

110TH TAGTICAL ASSONMATESANCE STUADNON Vist Reconnaiseness Group
APO 70

EFA. EX-9, FD-47

A BAG

18 June 1948

TO: A-R, 309th Bomb Wing. Air Limison Section, Sixth Army. G-S Air, I Corps.

FIRST MINIST REPORT

- A. 169-8-86, Sc Mission Bo 391, 110th Teo Ron Sq. 71st Ron Op. 16 June 1946, two ?-6°s.
- B. VR 2 & 4.
- C. TO 1800/1 TOT 1830-1445/1 TL 1880/1 Alt. minimum.
- D. Mission 50% incomplete due to smoke filled cockpit.

  On request of RECORD 4 and with elegrance from RUSHY 6 incividual strafing passes were made on associated supply dump and 500 kips in wooded galley at 17 deg 45 min h-laid deg 45 min 8 with fire from two nips type shacks only observed results.
- R. through H. Mil.
- I. Roate: VR S as far north as 17 dec 46 min N. Bil mighting on resco north of HARM for BREN.
- J. EX: 4/10 to 5/10 between 3000 and 18,000 ft. over CAGATAR VALLEY and southern mountains. Ormales is building up.
- E. Haber and Goosh.
- L. .50 cal.

OFERATIONAL PRIDGITY SECRET

J the Thomas This ser The Sugar

71et Resonneissence Group

18 June 1945

EFZ, SL-9, FD-47

A MAC

To: A-S, 308th Sand Bing, Air Lisison Section, Sixth army, 0-3 Air, I Corps.

### FIRST BESIDE REPORT

- A. 189-0-36836, Sq Mission No 892 & 385, Army Mission No 890, 110th Tac Ron Sq. Flat Ben Op, 18 June 1948, two F-6's.
- H. ANOMAD ETS. & TOYA DAY, Photo Mission.
- 0. TO 1888/1 FOT 1415-1550/1 TL 1610/1 /1t. 8000 ft. to 500 ft. One take off at 1250/1 due to orash.
- D. Hission 50% completed. Ht. AbdELO closed by meether.
- R. through G. Nil.
- H. Vertical and obligious of TOYA SAY area at 1800 & 1830/1.
- I. Route: Direct.
- J. WI: HT. ARGELS area 8/16 from 2000 to 7000 ft. with light rain squalls.
- K. Lawis and Keiser.

One plane did not take off due to mechanical trouble. One plane crashed and burned on take off but no injury to pilot. Mission flown by remaining two planes of flight.

L. Mil.

### OF BRATIONAL PRIDRITY DEGREE

110TH TANTICAL STUCKBALLS AND A COURT FLOT FOR THE PROPERTY OF TO

19 June 1946

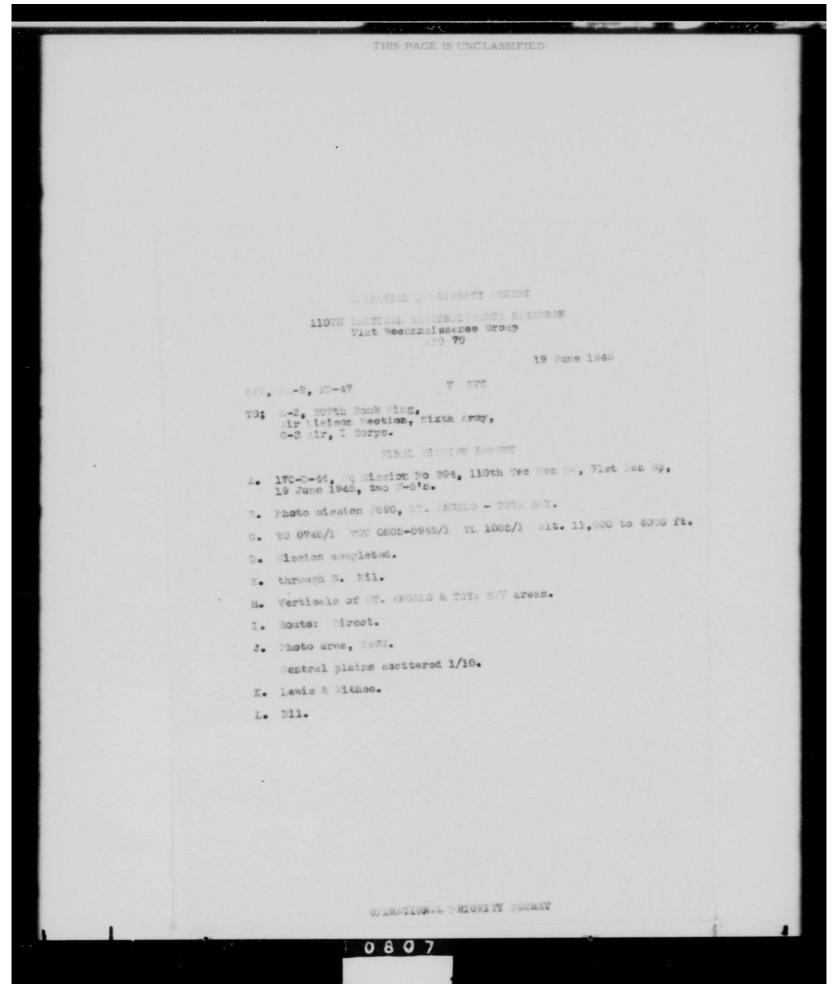
177, Mas, 10-47

A NAC

TO: 4-2, SOUTH Book Bing, ir lieison Coction, Sixth Army, 0-8 Air, I Corps.

#### FIRST MINIST REPORT

- A. 176-0-29, Army Mission No HEPHER-6 19-2, Sq Mission No 395, 110th Two Rox Sq, 71st Rox Op, 19 June 1965, 10 F-6's.
- B. Sout and etrafe under direction of karden 4. Hit area just NA of Lang (181 dog 46 min B-18 dog 02 min B) in wooded eres.
- U. TO 0745/1 TOT 0865-0850/1 TL 1015/1 Alt. 6000 ft. to min.
- D. Mission 100% complete. 19 bosbe in terget erre and one hung and fell without exploding north of terget, and 48 individual strating passes with only observed results the firing of one sipe-type shade.
- E. through F. Hil.
- 0. Slight, medium, incocurate A/s from target at LANCO (18 deg 65 min H-181 deg 65 min E). Fire appeared to come from 1000 yards EE of town.
- H. Obliques of strike north at Lawre (18 deg OS min E-121 deg 48 min 2), time term 0920/1.
- I. Route: Direct. We other sightings not previously reported.
- J. E. CAGATAR VALLEY, 3/10 from 1000 to 2000 ft. E. SADAYAN VALLEY, GAVG. S. CARAZALIO MTG., CAVG.
- To dept. Johnson and it. Brattoli while flying at 5000 ft. above terrain over west bank of Cadalan Mives just opposite TJGJK-CAMAGA (17 deg 24 min K-121 deg 44 min K) one plane was violently reshed by what spends to be an explosion, his element leader also felt the shock. The enly signs of cotivity in air or on ground was a banding string at TJGJMCARAO. Hoth planes took evasive action but no further concussions were felt. One would in target area failed to explode. Johnson, Brattoli, Kreiger, Ktabison, Hoyana, Voegeli, O'Kaili, Morelend, Hyproft and dokin.
- 1. 20 X 500 1b. inst. bombs. 8100 X .80 cel.



WHALT MALE PROPERTY SECTION

Plat Recommissions Group

19 June 1945

EFE. MAS. FR-47 Y EVG

To: A-2, 800th Bomb Ning. Air Licison Section, Sixth Army, G-5 Air, I Corps.

TIPAL MISSION METOKY

- A. 170-0-30, SYSUER 19-5, SQ Electon to 395, 110th Two Ren SQ. 71st Sen Sp. 18 June 1966, six F-6's.
- B. Romb and strafe on directed by Fromit.
- c. TO 1200/1 TOT 1600-1450/1 TL 1500/1 Slt. 7000 ft. to min.
- D. Mil radio sometage with BYOME or HUNDY so under BARHER 29 hit clong road 1000 yer's north of north and of north TUOVE-GARHER A/D (17 deg 38 min E-121 deg 42 min E).

le books and 29 individual strafing passes resulted in two 50 ft. emplosions and five samuldaring fires, the only observed results.

- E. through S. Eil.
- I. Route: Direct.
- J. CAGANAR VALLET 3/10 to 4/10 at 6000 and 6000 ft. Restern mountains 15,000 to 20,000 ft. oversast. Nest foothills of CAGANAR 6/10 between 5500 and 9000 ft. 3/10 from 6000 to 8000 ft. over west opent.
- K. Fritin, Jonnors, Marman, Goods, Upton and Ferrell.
- L. 12 I 500 1b. inct. 6enos.

% .50 cal.

OPERATIONAL PRIORITY PROPER

COURTER L PRICEITY COURT

110TH PAGRICAL RECORDALISARES SCHAPRON

¥ 870

19 Jane 1945

EFE, 53-9, 10-47

TO: A-E, SOUTH Bomb wing, Air Lielson Section, Sixth Army, G-8 air, I corps.

Figure als los de our

- A. 170-0-31, Blacks 18-4, of Mission No 386, 110th The Rep Se, 71st Lan Gp, 19 Jane 1945, Sight F-6's.
- B. Soub a strain as directed by british.
- 0. TO 1345/1 TOT 1689-1850/1 Th 1815/1 Alt. 8000 ft. to min.
- D. He radio contest with state of MANT so under have 29 ottowned north and east socious of town of mant and (17 deg 37 min h-121 deg 44 min h).

le bunks in target eros with six direct hits on Sigh School building at northwest limits of cots of Pyderson, Castraped interior and obtained fire and make to 2000 ft. 19 individual strains passes on ground area with no observed results.

- Ke through Fo Bile
- S. Coderate, small arms and megaline sur, inecourate at minimum eltitude from booked road northwest past TUUTS damage high school.
- H. Bil.
- I. Route: Direct.
- 7. 5/10 scattered at 3000 ft. over CAGATAN VALLEY. EALSTE PART Guarding from acountain tops to 12,000 ft.
- X. Dest, Sepp. Sale, Lawren, Granford, Sayder, Sragel, Arches-
- L. 16 X 500 lb. inst. desos 4500 X .50 oal.

That becommelerance Group 20 June 1945 ing South south ¥ 593 TO: 4-E, Goth Sond Sing. ir Dislow Section, Sixth Try, 0-3 sir, I corps. PLANE ARRESTS TO THE 8. 171-6-36, St Elector to 387, 110th Tao Sur St, Flet Sun Sp. 80 June 1945, two F-6\*s. opmoial TANGERRO photo mission. 70 0700/1 707 0800-0830/1 YE 1000/1 415. sinterm. legion occulated. Directed by Torum 29, estanced as follows (all references to .... / 8 to 8; # boxbs direct bit on widey of trees at 62.2-38.1, Apr 9, and two fell on torth side and 6 individual otreffing passes with an observed results. clong river bank from 65.8-27.7 made & individual otrafing passes on tag in hips with no observed results.
12 individual strating passes interpress with dry runs in errors south and southeast of 66.8-36.8 ANY 9 in support of werills lending, with no observed results. tarrach G. Mil. Obligate between 0840 & 3988/T of TOTALELO ares. I. Boute: Direct. Merille landing seemed to be propositing estimatorily. Policy. Postern mountains, ground fog in valleys. Mahon & Conners. L. 4 X 500 lb. inst. bombs. 800 I .50 ocl. OF KILLTIME I PRIGHT TO SERVE

THIS PAGE IS UNCLASSIFIED That Recogniseries 1200g 20 70 50 June 1 40 7 57 of loison detian, sixth army, 171-1-20, 30 Simelin No 398, 11065 Two Ron Sq. 7105 Sen Sp. 20 Janu 1846, two F-6\*e. 7 1 1 1 4 20 0700/1 207 00.0-1000/1 20 1020/1 116. 7000 ft. to ain. displan 1.00 complete. the mit f. Til. Record the 5 from That (17 des 08 sin h-121 des 51 min f) to Marco 50 (17 des 37 min 5-121 des 46 min h), for possible start text at request of FRET. bil sizating separted to the May 11 at 15 der 45 min F-186 der 48 min 2, saw approx ton Rips in light green uniform vita passe, unlking north. They took ocver upon spotting our planes. For reports to 2. COMMAN SELECT, 8/10 sometered at 1000 ft. E. Sciend and Cam. be Bile OF MARKINES PRIORITY PROPERT

11075 TARTICAL RECENTATIONS OF ACTION FLAT RECORDS STORY FOR A SOCIETY OF ACTION OF THE PROPERTY OF THE PROPER

20 June 1046

Mrs. SX-9, M9-47 7 190

To: A-S, down Bond Vins, Air Linison Asation, Mixth Fray, C-S Air, 1 Corps.

THAT WE TAKE AND THE

- A. 171-0-20, 60 Mission to 500, 110th Wee Nor Sq, 71st Con Sp, 20 June 1948, two P-6's.
- B. VR # 8.

書も

- G. TO 0781/1 TOT 0815-1045/1 TI 1110/1 Alt. ministr.
- D. Mismon 100% complete.
- L. through H. Fil.
- to Modeline of (17 dog 37 win h-121 deg se win h) for possible cheer banks at request of sould with hil signtlings, results reported to MARIA.

  Buy b from Modelina (17 deg 87 min h-121 deg 64 min h) to Dalo (16 deg 16 min h-121 deg 41 min h) were fresh signs of beavy venicular sevement, direction of traffic anamoun.

  From meandary road between May 5 at 17 deg 36 min h) were fresh signs of elected vehicular track ending struptly right in Habbat. Direction of trees anamous.

  On secondary road ranning out of may 5 at 17 deg 30 min h121 deg 35 min h ware heavy signs of vehicular tracks. Tracks ended abruptly shout 200 yards from hwy 5, this area is densely wooded. There were him checks but no farther signs of activity in area.

  From assondary road between Garthar (16 deg 06 min h-121 deg 35 min h) and Durable (16 deg 02 min h-121 deg 35 min h) and Durable (16 deg 02 min h-121 deg 35 min h) and Durable (16 deg 02 min h-121 deg 35 min h) and sould signs became lighter unding in a wooded grave about 200 yards morth of Durable.

  On lateral spen sping off Ruy 5 at 11 deg 11 min h-121 deg 35 min h to Paio (16 deg 13 min h-121 deg 35 min h to Paio (16 deg 13 min h-121 deg 35 min h to Paio (16 deg 13 min h-121 deg 35 min h to Paio (16 deg 13 min h-121 deg 17 min h to Paio (16 deg 13 min h-121 deg 18 min h to Paio (16 deg 13 min h-121 deg 17 min h to Paio (16 deg 13 min h-121 deg 18 min h to Paio (16 deg 13 min h-121 deg 18 min h to Paio (16 deg 13 min h-121 deg 18 min h to Paio (16 deg 13 min h-121 deg 18 min h to Paio (16 deg 13 min h-121 deg 18 min h to Paio (16 deg 13 min h-121 deg 18 min h to Paio (16 deg 13 min h to Paio (1

L. N11.

0812

Wells and Lawson.

lion Tailion and minimum of the American Croup

PO June 1946

181, 11-9, 20-47 V 2VC

70: A-R, ROUTH Bond King, ir lisison Section, Sixth Army, G-2 Air, I Corps.

FINAL PERSION ALPORT

- A. 171-5-42, FAMINE 20-2, SQ Mission No 400, 116th See Ren SQ, 71st See Op. 20 June 1948, eight F-6's.
- B. Wir whert for Farial. Nombed onemy troop concentrations at 15 deg 03 min R-110 deg 50 min B, 6 miles CON of DATE FE.
- 0. I) 0800/1 For 0810-0918/1 TL 1000/1 Alt. 11000 ft. to min.
- D. Hissian 1905 complete, 15 bouts in target area, and one full just shart of target, mais. No observed remaits.
- C. through H. Pil.
- I. Houte: Direct. No other sightings not previously reported.
- J. BALDET PAGE & S CAPLYAN VALLEY, CARS.
- R. Mile, Market, Lavis, Market, Hermond, Crawford, Withou & Myorofe.

Four squadrons were directly target eres weiting to etter more time interval between squadrons would permit more offsotive utilization of eir engagers.

1. 18 X 500 15. sabs.

SPERATIONAL PRICEITY BECAUT

# OPE ATTOMAL HIGHTY SECRET

# Plat RESOURCE SECURE A SOURCE SCHADE DE PART RESOURCE EMPLOY SPOUP

80 June 1945

EFT, Sted, PD-47

T EVD

Po: A-2, 209th Book Wing. Air Lielson Section, Sixth Army. 8-3 Air, I Corps

### FIRAL MINETON REPORT

- A. 171-0-40, Sq Mission No. 401, 20 June 1945, 110th Yes her Sq. Tast her Sp. two F-6's.
- B. W. A.
- 6. 20 1200/1 207 1280-1580/1 TL 1545/1 Altitude alsimum.
- Do Mission 15% incomplete due to weather.
- He thru He Mile
- I. Boute: VR (1 except Bassio to Rintoo.

  On Righway 66 towards Bonfoo from 16 deg 57 min Newlet dag
  65 min 2, sew collected 12 campatinged vahiables, appeared to
  be facing towards Bonfoo. One vahials was moving alorly but
  stopped as planes approveded, belance were perked against
  bank. Could not contact BYCONE.

  All ridge tage west of and everlooking Highway 64 between
  6th Division lines and Bonfoo have elit transless, 6 x 8 st.
  dag in positions with semunication transless, most ere
  examplinged with bandoo and green. Pilots belief that
  instellations were occupied elthough no nightings of occurancy
  made.

  On request of BUNNY made reces for tenk signs North of
  TUGERALMS with negative results reported to MINET.
  Hedium track sign on assundery road from Highway 65 mast
  to 17 dag 47 min Newley dag 40 min E.
- J. As reported on 191-0-41.
- E. Pilota: Ogle, Parrell.

  Recey flight has difficulty in establishing radio contact with Middle, and on antablishing contact rand Middle very poorly.
- L. M12.

OPERATIONAL PRICETT SECRET

OF MATICAL PATOROTY SYNERE

LLOTH TAGTICAL HECCERAL TRANCE SCHAOROR 71st Reconnaisourse Group .FO 70

20 June 1945

EFS, SE-S, FD-47

20: 1-2, 309th Bomb Ving. Air Lisicon Costage: 6-5 Air, I Corps STREE ADDY

### PIVAL MISSISK REPORT

- A. 171-0-41, Sq Mission No. 402, SO Jame 1948, 110th Fac Ren Sq. 71st Sam Op, two P-6'c.
- B. VR (2.
- C. TO 1880 TOT 1818-1468/1 TL 1589/1 Altitude minimum
- D. Mission completed. With permission of METHER 5 made 5 individual strafing passes on came affigued installations in hill and wooded area between Highway of and Codewas River at 17 deg 45 min Newlal deg 44 min Re obtained violent explosion with flame to 200 ft. and stoke and isst to 500 ft.
- Re thru Pe Mil.
- Forger, light, inaccurate, et minimum eltitude from positions elong Highway fo et 17 tog 65 min Nowlil deg 66 min 2.
- H. B11.
- I. Route: TR f2.

  6 smll native type cerese with square seils, two sen in each.

  20 loads, heading footh in CASAYAN RIVER at 16 deg 11 min Ke121 deg 35 min E.

  In wooded area Forth of LAMI DANALANDAN 116 deg 12 min Ke121 deg 46 min N; where heartly used read feas out in all
  directions, observed many old nips-type shacks built fluck
  on ground without stilts. Also observed spenings to two
  dignets.

  Traffic is deterring unserviceable ALCALA bridge 17 deg
  55 min Ne-121 deg 38 min N; by going to ford site about
  one and one half miles up stream. Truck sign on send bar
  at ford indicated moderate uncage.

  (PERALIGNAL DEIGRET CHORNE

# TERRATIONAL PRIORITY SHORM

# 171-9-41, 119th The Rem Sq (Continued)

In eres of modes small bills or both sides of sighter of about two siles footh of 19710 (17 deg 45 min model deg 46 min m) observed many revoluents, sld and grass grown. Sould not determine if mans of root and vahicular trails were resent. Fileto believe timber cover conceals supplies.

- J. GASATAR: 3/10 at 2000 ft. Stam. South of B. GSIO, from mountain tops to 9000 ft. with 8/10 soverage.
- L. Filote: Teless, Sragal.
- L. 1000 E .50 oul.

OPERATIONAL PRIORITY SECRET

- 2 -

OF ER TICKED POTORITY TRUBER

SENTEN ASSORTATION OF TAPOPT 71st Resemblisherse Group /30 70

EFE, 1-0, FD-47

21 June 1948 V EWG

TO: A-2, 309th Bomb Wing. Air Limison Section, Sixth Army, 0-3 Air, I Corps.

### FIRST MISSTON & POST

- 173-0-35, Se Mission No 402, 110th fac Ron Se, 71st Ron Sp, 21 June 1945, twelvs R-6's.
- d. Air elert for Bridge 4.
- C. TO 0810/1 FOR 0906-1080/1 TO 1125/1 alt. minimum.
- Mission completed. All references to ATP 8 & 9 Wosaigs. 2 numelies to mark hip concentration target at 56.4-58.0 for 1-38 flight, obtained direct hit but results unobserved.

  On direction of Nation 29, attacked hips dig in in bamboo groves between 64.5-20.0 and 65.4-28.0. All nepsim bombs over entire area one 48 individual strafing passes obtained a continuous series of explosions continuing as flight left target erea. Explosions were of crange red flame, some to 6 hips were seen milled by strafing. Many others probably milled as ANNUA 29 directed strafing passes on hips he observed running under trees from ettack area. One tank feiled to release and with ell switches off it fell from plane landing on open section of road on west side of river. No personnel in eres and bomb burned without entangering personnel or property.
- E. through F. Mil.
- G. Meager, medium, inaccurate at minimum altitude from unlocated position at TUCHENARAD.
- M. Obliques during and after strike 0950-1020/1.
- Route: Direct.
- Over terget 3/10 between 2000 & 4000 ft. 6/10 from mt. tops to 10,000 ft.
- Johnson, Moreland, Kreiger, Boardman, Prattoli, Etchison, Mithee, Goble, Opton, Voegeli, Keiser and Gooth.

ASP gridded Mossies are one of finest target side squadron has employed. Should have then for every ground support

16x75 gal. Wing Tanks expended.

L. 16 x 75 gal. Napalm Tenks 9900 x 50 cal.

WERE TIMEL RIGHT SECRET

110TH PARTICAL PRICEPALITY ECS OF VALUE OF 71st Rosonnelsande Group

21 June 1945

EFA, EX-9, FD-47

W HVO

70: A-2, SO9th Bomb Ming, Air Haison Section, Sixth Army, G-3, Air, I Sorpe.

MEAL MINGOR BOOKS

- A. 172-2-27, Sq Mission No 404, lioth Tee Fen Sc, Wiet Ren Op, 21 June 1945, eight 2-6'e.
- Air clert for ME MER 4, hit the town of APEAUMAR AND 9 -
- G. TO 1808/1 TOT 1840-1480/1 Th 1810/1 Alt. 4000 ft. to min.
- 14 % 500 lb. demo bombs in terget area, 2 were justisated rafe in occar just 5 miles No of sall Propagato, no shipping in cros-40 individual strating passes on target area. The only obserred results were one nips-type aneak hit on etrafing equals, secondary explosion with fire and bluish scoke.
- E. through F. Ril.
- G. Possible, slight, inaccurate small arms fire from large building with metal roof (ASP 8 67.7-53.4).
- H. Obliques of strike results at AFRAMMAN (17 deg 09 min N121 deg 44 min E) at 1400/1.
- I. Roster Direct. No other sightings not previously reported.
- Threet area, N. GARDANAE VALLEY, 5/10 from 3500-6000 ft. and in plains to 3000 ft. S. CARABALLO MIS., 8/10 from mountain tops to 15,000 ft.
- K. Moland, Koykka, Strait, Sycroft, Magerland, Mrugal, Grawford and Archambasult.

Two separate squadrons were working adjacent areas and one squadron circling overhead, as a results pilots could not concentrate fully on ground target.

- A better specing of squadrons for target area would permit a more effective utilezation of air support.
- L. 16 X 500 1b. bombs

8000 I .50 cal, est.

O SKATIORAL HIGHITY SCRAT

110TH CAUTICAL BEIGERALDRECE SCHARGE 71st Recornelsance Group

W HVC

21 June 1945

BFL, EX-9, 70-47

TO: A-2, SO9th Bond Wing, Air lisison Section, Sixth Army, G-S, Ar, I Corpe.

FIRST SIRSTOR S FORT

- A. 172-2-27, 30 Mission Ro 404, Noth Tee Fen Sc, Flat Sen Sp, El June 1945, eight 8-6'e.
- Air elect for the mer 4, hit the town of Alexander are 3 -
- C. TO 1806/1 TOT 1540-1480/1 TL 1010/1 Alt. 4000 ft. to min.
- 14 X 500 1b. demo bombs in terget area, 2 were jettimened rafe in ocean just 5 miles No of san Promakide, no shipping in cros.

40 individual strating passes on target area. The only observed results were one nine-type sheet hit on etrefing causing secondary explosion with fire and bluish sucks.

- K. through F. Kil.
- G. Possible, slight, innocurate small arms fire from large building with metal roof (ASP 9 67.7-53.4).
- H. Obliques of strike results at AMEANGRAE (17 deg 09 min E-121 deg 44 min E) at 1400/1.
- I. Roste: Direct. No other sightings not previously reported.
- Terget area, R. S/GATAR VALLEY, 5/10 from 3500-5000 ft. and in plaine to 3000 ft. S. CARABALLO MTS., 8/10 from mountain tope to 15,000 ft.
- K. Moland, Koykka, Strait, Ryoroft, Fagerland, Mrugal, Grawford and Archaebscuit.

Two separate squadrons were working adjacent areas and one squadron eiroling overhead, as a results pilote sould not concentrate fully on ground target.

- A better specing of squadrons for target area would permit a more effective utilezation of air support.
- L. 16 K 500 1b. bombs

8000 X .50 osl, est.

Vist Recorningance Group 21 June 1945

BF . SA-9; YO-47

TO: A-S, BOWth Bomb Wing, Air Lieison Section, Sixth Army, 0-5 Air, 1 Corps.

FIRM WIT ION BLOOK!

- 172-1-49, 84 Miceion No 405, 110th Tao Ren Se, 71st Ren Sp. \$1 June 1945, two F-6's.
- special Photo Mission 701 & 70%.
- 20 1500/1 707 1546-1618/1 M 1700/1 71t. 4000 to 500 ft.
- D. Wissiam completed.
- through O. Bil.
- Yos, obliques a verticule at 1800 ft. of Paris Ok area (18 deg 19 min N-181 deg 80 min N).
- 1. Roste: Birest.
- 5. Wit 0/10 between 1800 and 4000 ft. with base increasing to 6000 ft. in southern valley. Testern sounteins, closed from dock to as high so 10,000 ft. in plains.
- K. Oslo and Kauffman.
- Le Elle

### OPERATIONAL PRIORITY SHORES

Plots Pactical Redobnaissance Schadeon Plot Recommensus Group

EFT. STall. France

BYC

22 June 1945

TOS Art, 500th Sout Wing, Air Linious Sention, Sixth Army, 0-6 Air, I Gorpo

# FIRAL MISSION REPORT

- A. 175-0-27, Sq Mission No. 406, 22 June 1946, 116th Toe Ron Sq. Vist Ren Gp. two P-61's.
- Be VR fla
- 0. TO 0745/1 TOF 0000-1020/1 TL 1045/1 Altitude minimum.
- D. Mission completed.
- E. thru H. Wil.
- To Route: WE SE.

  On request of MRST receptd and reported on MALAGEMENTON
  (AF dag 22 min Houled dag 40 min 2) with only sighting
  regionize track sign into 800 yards of wode 20st of town.

Carried REPREN'S accords to MINET that Rips were raising hail with generalla forces at THOTEGARAG, that EXPERT was 5 hours without contact. REFT sending linious plane to REPREN to arrange assistance.

Highway & from TUTTEGARAD Earth to PIGGARAE (17 dog 58 min B--121 deg 60 min 2) (Borth extent of reces) showed signs of considerable vehicular traffic, both Borth and South bount as indicated by and tracking from mat heles.

Sighted through closes and in steep mountain garge three groups of 4 to 5 U/I individuals whiche enclosed on road at 17 day 05 win Heritic day 05 min 2. Some were drawed in white, others in makin, no busiles or passe observed.

- J. As reported on 178-0-88.
- K. Pilote: Wells, Ferrell.
- L. Bil.

OPERATIONAL PRIORITY SECRET

THIS PAGE IS UNCLASSIFIED OPERATIONAL PRIORITY RECRET # 0809-2028/1 TL 2050/1 Alt. 800 ft. to min. L. Pilots: 222000000 Kaiser, Goods OPERATIONAL PRICHITY SECRET

THIS PAGE IS UNCLASSIFIED RATIONAL PRIORITY SECRET /1 TL 1020/1 Alt. 12,000 ft. to min. OPERATIONAL PRIORITY SECRET 0823

#### OF ERATIONAL PRIORITY SECRET

# 71st Recountierence Group

22 June 1945

277. 32-9, 90-47

E STO

To: A-2, SOOth Bomb Ning. Air Lieisum Section, Sixth Army, G-3 Air, I Corps

#### FIRST MISSION REPORT

- A. 172-7-39, de Mission No. 409, 22 June 1945, light Tao Rom Sq. 71at Rom Gp. 500 F-51\*s.
- B. VH 61.
- d. To 1800/1 FOT 1830-1830/1 Th 1800/1. Altitude minimum.
- D. Mission 15 % incomplete due to weather.
- S. thru H. Mil.
- I. Between Disco (17 deg of min N--131 deg Ol min E) and BANAUE (16 deg 55 min 8--131 deg 55 min E) comparinged vehicles reported previously are still present. Serviceability manners but come had accomplage disturbed. Other accomplage appeared from the undersgod.

  In vicinity of 16 deg 50 min N--131 deg 05 min E saw three individuals in jungle green uniform welking Borth on Highway fd. Could not determine if they corried arms of packs. Setween 16 deg 50 min E and 17 deg 60 min E on Highway fd. are many uncersouflaged revetments or across, truck size, dug into apper slopes of Highway fd. All reported to BYS-ME. Heavy venicular track sign detouring cretered Highway fo at 17 deg 50 min E-121 deg 46 min E, and at ford across river one mile Morth of this point. Jap truck focing South stalled in middle of river at this point but possibly U/S.
- J. As reported on 176-0-30.
- K. Pilote: Ogle, Withes.
- L. Mil.

OPHERICIAL PRIMITY MEGAST

O BRATIONAL PRIORITY SECREM

110TH TACTICAL RELECTION SEARCE SQUADROK 71st Recommission Group 890 70

22 June 1945

EFL, SX-9, YD-47

A MAC

TO: A-S. 300th Boad Sing, Air Lisison Section, Sixth Army, 0-5 Air, I corps

FINAL MISHIOF REPORT

- A. 175-0-30, 20 Mission No. 410, 22 Jane 1965, 110th The Ren Sq, 71st Ren Sp, two F-61's.
- B. Vn /2 and 3.
- C. TO 1800/1 30T 1800-1816/1 TL 1845/1 Alt. 2000 ft. to min.
- O. Mission completed.
  On request of SUNY made to individual strafing passes on reported norter position at 17 deg St aim N--121 deg St aim N which had been holding up návence of S7th Div. SUREY reported an hour later that no morter fire had been received since strafing attack.
  4 individual strafing passes dostrujed by fire a sedem parked under bridge at 17 deg 66 min N--121 deg 46 min N.
- E. thru H. Hil.
- I. Route: VR #2 and 3.

  Retween U.S. troops at Balance (17 deg 25 min E-121 deg 42 min E) and Guerille troops at LAI-L9 (16 deg 13 min E-121 deg 42 deg 59 min E) Highery #2 glound sign of heavy vehicular traffic since last rate.

  Wooded area at 17 deg 59 min E-121 deg 38 min E would be excellent site for motor pool or supply area due to dense easopy. Piloto made extensive search of area but were unable to penetrate easopy.
- J. CAVO in CAGATAN VALLAY early, now 3/10 causius at 4000 ft.

  BACTIN eres, solid overcast to 17,000 ft. and still bailding up.
- K. Filote: Johnson, Vosgeli.
- L. S705 I .50 cel.

OPERATIONAL PRIORITY SECRET

OPERATION PROPERTY

Tion Total Assume Total Bushes That Recommissions Group APO 70

25 June 1945

EFE, DE-0, FD-47

A EAG

ro: A-2, 100th Boat Ming, Air Lieigon Section, Sixth Army, 0-5 Air, I dorys

### WIEAL MISSION DEPORT

- 173-D-33 (BYOUR 28-8), 80 Mission No. 411, 80 Fune 1940, 110th Tee Non No. 71st Non Op. eight F-6's.
- B. Air sleet for HYGONE. B/B PALLUA (17 deg 31 min B--121 deg 42 min B) under HEFERN 29 at request of AMELOND.
- 0. TO 1845/1 TOT 1430-1500/1 Th 1650/1 Alt. 6500 ft. to min.
- B. Mission completed.

  16 A 500 lb bashs in larget even. Two secondary explosions to about 60 ft. from brobing, with rire and black spoke. The individual strating passes in target even, causing a small secondary explosion with fire and black smoke. One commufficed aneay vahiale was fired by strafing, giving off a this column of white make. At least four large fires and several meeting were started from bombing and strating. A number of commufficed energy vahiales at 85-32 (APP 50) were strafed with good concentration of hits but no observed results. Good concentration of hits on a secondiaged energy position at 85.2-20.0 (APP 50) possible aneany guar position. There were no definite observed results, but position was reported to 8.4.7.
- S. thru F. hil.
- 0. Slight, small arms, indecarate, from 60.0-32.7 and 70.3-30.4 (AST 99).
- s. Bil.
- I. Route direct. Bil other sighting not previously reported.
- J. GAGATAN VALLEY: 5/10 at 4660 to 7000 ft. S. GABANALO MARK: 5/16 Trom mountain tops to 80,000 ft.
- E. Pilots: Bean, Etchison, Upton. Bragel, Dushsing, Connors, Kauffanz, Lawson.
- 16 % 500 lb. inst. deap boabs dropped of barget.
   7500 % .50 cal.

OPERATIONAL PRIORITY SECRET

1107H TACTICAL RECOMBAING FOR IN JAMES Plet Recordelacede Group

TZ, -9, 70-47

33 June 1940

A-2, 209th Bash Sing, Air Lisison Section, Sixth Aray, ind dire I darpe.

PIRAL RIANTON RECORD

- A. 174-3-51, Army Special 25-1, Sq Mission So 412, 110th Tag Sen Sq, 71st Res Sp, 33 June 1945, 10 7-6's.
- 8. Air elert for harme 4.
- c. To 0820/1 202 0720-0840/1 TL 0925/1 412. 8000 ft. to mim.
- D. Mission completed. 20 bonds and d individual strafing passes on wooded area marked by red smoke from PD 200 6 at 18 deg 11 min M-121 deg 41 min H, with blast demage to two mips type shaden only observed results.
- E. tarough H. Hil.
- I. House: Direct.
- S. CASATAN, this layer from 1800 to 2000 ft. E. CASATAN, 3/10 between 1000 and 3000 ft. E. CASATAN, 2/10 between 1000 and 3000 ft.
- M. Johnson, Eragal, Ereiger, Compore, Lewis, Hyeroft, Gooch, Johnson, Moreland and Doardman.

hed smoke used by nurhan 6 to mark target is very poor as target marker.

Lobster flight over target at 0730/I before his TOT and engaging in considerable unnecessary redio traffic after his 6 told him he was early and to stay off radio while he directed ground copport missions.

L. 20 X 500 1b. 1mst. denos.

600 X .50 sal.

# THE PROPERTY OF A PARTY OF A PARTY

# 110TH TOTAL SECTEMBERS STORE SUBDICE PO TO TO TO

EFA, NA-9, FD-47

W EVC

23 June 1945

TO: A-2, 300th Bomb Wine, Air Lieison Section, Sixth Army, G-5 Air, I Corps

### FIRML SCHOOL SEPONT

- 4. 174-0-42, Sq Missive Bo. 413, SZ June 1845, 11044 Tag Hen Sq, 71st Ron Sp, tro F-6's.
- D. Special photo Campichiven area (16 deg 16 min N--121 deg 41 min N).
- c. 70 0750/1 TOT 0850-1000/1 TL 1100/1. Altitude 500 ft.
- D. Mission completed.
- H. thru G. Mil.
- R. Obliques between 0900 and 0985/1 of smoke laying, make soreor, personate and glider operation at Janalani Joan STRIP (16 deg 16 min 8-121 deg 41 min 8).
- I. Route: Direct.
- Fact carea, CAYS.
  Seat Careactus STES: 3/10 between 5000 and 7000 ft...
  apparently building up off Seat sound with some to
  30,000 to 35,000 ft.
- E. Filots: Hough, Crawford.
- L. Hil.

OF ERAPIONAL DELIGITOR COMMEN

OF SPAYIORAL PROBLEY SECREY

110%4 Pastind Association and Association Programme Group and 70

22 June 1945

EYZ, 82-9, 79-47

E EVC

TO: A-2, 309th Bomb Wing, Air Liaison Section, Sixth Army, 6-3 Air, I Corps.

MIRAL MISSION MEPONE

- A. 174-3-35, SYPER 38-7, SQ Mission No 414, 119th Tee Son SQ. Flet Ron Sp. 23 Jane 1945, objet F-51's.
- 8. Air elert for EYSDE.
- 6. TO 1825/1 TOT 1255-1345/1 TL 1425/1 Alt. 3500 ft. to min. One sechanical Spafu landed at 1840/1.
- 3. Sission completed. Under direction of FY300%, bombed and strated hip concentration of troops is wooded area at 16 deg 48 min 5-121 deg 98 min 5.

10 hombs direct hits on designated target, one bomb hung and fell to north for a miss and 20 individual strafing passes with no observed results.

- ". through H. Fil.
- I. Moute: Direct.
- F. Wi: Target area, 5/10 at 4500 ft. becoming solid towards mountains with tops at 8000 ft.
- K. Rale, lawron, Parrell, Harmon, Wells, Ramman, Stonison and Rithee.
- L. 14 X 500 1b. .055 sec. demos

% .50 osl.

OPERATIONAL PRIDRITY BEGREY

THIS PAGE IS UNCLASSIFIED SPERMIT SECRET STORES 11000 TARREST RESERVE OF BUILDING What Descriptions or Group 26 Fare 1940 B", 8 -9, 7-47 To: /-2, posts tamb time. Air rielson feetler, bixts ray, G-5 dir, I corps. DEAL MATTER SUCCES A. 170-0-00, To Mession Fo 616, 110th 700 Son Se, 71st Ron Sp. 26 June 1945, two F-61's. . THE SE 0. 20 0006/1 200 0006-1050/1 TL 1130/1 alt. minimum. Wissian coupleted. S. Mrough S. Hil. Oblicies between 1000 a 1050/I or himiten trans, calavak A LOUIS TENED A TOTAL TO SEE . moute: The S to 1. Mil sightlegs not proviously reported. miles at at lelands. disipating front on hi-ha line so belaise of WR as reported on 195-1-95. wage & Compan. Visual recoos ancettefectorily at present time. The few exall his controlled cross on northern LUMPE ere so filled with aircraft expected in ground support or orbiting rails saising for a strine, that there is datger of e mid air I. Hil. SPRESTIGNAL PRICERT CECRET

THIS PAGE IS UNCLASSIFIED OF REAL PROPERTY CHART 110CH TANTIERS ROOMERS OF BUILDON That Sesons issence Group 271, 21-2, 70-47 26 June 1960 Co: 4-5, Rusth tamb Vina, Air liminum Costion, Nigth Fray, G-5 Air, I Corps. CLU BECEING TOWN A. 170-5-30, so Masten Fo 416, 118th 2so Sen St, 71st Sen Sp. 26 Jame 1945, two 9-51's. D. THES S. 0. 20 0006/1 010 0000-1030/1 TL 1130/1 slt. minimum. Mission oncoleted. Mrough G. Bil. Oblicies between 1000 A 1050/I or Biblion I cano. BALLYAR List, o LEIG I SAD a File 1, 189. water The Sala. bil signtings not previously reported. miles EX of islands. Midipating front on No-DE line so Miles EX of ve as reported on 155-0-26. .. wagh & Marran. Visual recooks assetts fractorily at present time. The few small hip controlled cross on northern 1970m ere so filled with strangf engaged in ground support or orbiting rhile taiting for a string, that there is danger of a mid air collision in recooks area. 1. 221. OF REATIONAL PRIORITY ARCES 0831

K. Pilots: Ogle, Withou.

L. 911.

# OF MEAN CRAL PROPERTY STORES.

# Plat Recommissions Group

24 Fane 1965

EFC. CI-S. FD-47

20: A-2, 209th Bomb Ting, Air Limison Section, Sixth Army, G-S Air, I Corps.

PIRAL MISSION MINORY

2. 175-0-81, 04 Mission No. 617, 26 June 1945, 11088 Tee Ros No. 71st Ros Op. two F-51.

Y EVD

- B. TR #1.
- C. TO 1845/1 TOT 1315-1550/1 TL 1650/1. Altitude minimum.
- D. Mission completed.
- 1. chru S. Fil.
- N. Obliques at 1630/1 of penals at 16 deg 56 min N--181 deg 55 min N-
- I. Route: Vn gl.

At 16 dog 66 min H--121 dog 55 min 2 was sign reading "The 18F. REEDS ASSE". No personnal observed in vicinity.

Black soden facing East and loaded truck facing West stalled in ford at 17 deg 40 min E- Could not extent BURRY who was directing strikes.

- do an reperiod by 196-2-36.
- K. Filoto: Okle, Withou.
- L. Nil.

OPTION TO THAT PRIDED TO CHORDE

### SPERATIONAL SIDELTY SECRET

1107H TACTION AND THAN SEARCE SCHADEON 71st Recommandes of Group APO 70

24 June 1945

SPZ, SX-9, FR-47

A FAD

TO: A-2, 209th Somb Wing, Air Licison Section, Sixth Army, G-5 Air, I Corps.

#### FINAL DISSISS ENGRY

- A. 178-3-32, Sq Mission No. 418, 24 June 1948, 110th Tec Fon Sq, 71st Res Sp, two F-61's.
- B. TR #2 and 4.
- 6. TO 1200/1 Tof 1880-1800/1 91 1850/1. Alt. misters.
- 8. Rissian completed.
  10 individual strating passes on worded area at 70.6-34.6 (AFF §9) and at 69.6-82.6 as requested by FIRMY SPACIAL, obtained hits on 20 X 60 ft. dirt arvered position with no observed results.
- E. thru 0. 111.
- H. Obliques of road at TOUTEGARAD at 17 deg 37 min H--121 deg 62 min H and of osmouflaged huts noor marely (16 deg 12 min H--121 deg 41 min H) between 1400 and 1448/I.
- 1. Route: TR (2 and 4. At 67.9-01.3 (AND (16) under trees sew four or five escoufleged sipe-type sheets. Vehicular trees between here and Highway (5 chors sign of fairly newly use. Photosc.
- J. Case 158 Valley: Righ overcost based about 15,000 ft. Slight senttered annulus below. 7/10 annulus building up from tops of mountains to 16,000 ft.
- K. Pilote: Huber, Keuffman.
- L. 800 X . 50 oul.

WALLIAMAN A BATTA DEBAT

OF MEATIONAL PRIORITY SECRET

110TH TAUTICAL BRECKERS SEARCH STORP TIST BORDERS SECRET STORP

26 June 1965

EFE, EL-9, FR-47 V EVD

70: A-8, 309th Bosh Tips. Air Lielson Destine, With Army, 0-3 Air, I Corps.

FIRST WILLIAM BEIORY

- A. 175-1-29, 34 Hission No 415, 110th Yes San Sc, 71st San Sp, 24 June 1945, two P-51's.
- B. 78 1.
- G. TO DOGS/1 TOT 0820-1040/1 Th 1108/1 Alt. minimum.
- D. Mission completed.
- S. through H. Fill.
- Prox Visite 2820 (17 deg 37 min N-121 deg 45 min N) to F100ATTS (17 deg 55 min N-121 deg 37 min N) elong May 5, vehiculer
  track sign above fair smount of traffic in mud from lest
  mights rain. Mud tracked to north of mud holes indicating
  traffic was morth bound.

  Previous sighting of May vehicular track sign which coded
  abraptly at NAUSAO (17 deg 56 min N-121 deg 46 min N) was
  found today to nave been ruse. Vehicles were backed AN CR
  road out of town and into cooded area at 37%.5-2169.6
  il/50,000 3666-17 22d Mailion). No sighting in wooded area
  due to dense escopy. No report to FADOY due to poor radio
  contact.
- J. N. Gadayar, 10/10 between 600 and 1800 ft., except APPARI which was GayU. 7/10 between 500 and 7000 ft. from 121 deg 50 min east over mountains.
- d. bells and Marell.
- L. Bill.

GPHRATIONAL PRIDRITY SECRET

O BASTIONAL PRIDRITT DECEME

1107H TAGTEGAL RECORDS ISSANCE CHORDS THE TAGTES OF TAGTES OF THE TAGTES OF THE TAGTES OF TAGTES OF

St June 1945

BHZ, M-5, FD-67

A SAC

TO: A-5, 200th Book Fisg. Air Licison Section, Sixth Army, G-3 Air, I Corps.

These states are delle

- A. 176-0-17, FANOY SD-4. NO Mission Do 422, 110th No Han DQ. 71st Ban Gp. 25 June 1946, four F-6's.
- H. Air slart for PADDY. Sade radio contest with princry raddy, seammery State and tertiary Systems but none of them had tergets.
- 0. To 1000/1 TOT 1000-1000/1 TR 1000/1 Alt. 10000 Ft. to 9000 Ft.
- b. Mission incomplets.

  5 I 800 lb. books jettleomed sere in water north of LINGSYSS SULT, so shipping in area.
- R. through H. Hil.
- Le Route: Direct.

At 17 deg 35 min H-121 deg 05 min B, in the counteins a column of thick bloom scoke was signted extending 5000 ft. in the cir. There were no Rips or visible activity on the ground.

- J. Wi as reported on 176-0-16.
- I. Lawis, Goodh, lithee and Bragal.

L. E11 X .50 onl.

8 X 500 1b. demos jettisoned in Galf.

SPERATIONAL PRICEITY SECRET

71st Decommissions Group

EST, 31-9, 30-47

F FFC

35 June 1:45

TO: A-E, SO9th Bosh Ring, Air Lisison Section, Sixth Army, G-S sir, I Corps.

FIBAL BISSION DES RE-

- A. 176-0-15, PADRY 25-2, 34 Mission No 420, 110th asc Ron 39, 71st Ron 39, 25 Fune 1945, three F-6's.
- 8. Air slort for FADET out dueble to establish radio contact.
  Flight took secondary terget, air slort SHAT. Target was
  troop cameentration just east of May 5 at 19 acg 41 am 8121 acg 45 min 8, south of Target.
- o. To onig/1 for onig-1000/1 % 1046/1 sie. 7000 fc. to min.
- is the books in terget aree, one hung up falling off and exploiing about 1860 pards west of TUSSIDERA. There were as freindly troops or esuipment in this area.

is individual straining passes on target area. One nipe-type obtok was hit on sirering resulting in this solder of white move.

fast 10 yords ht of target area on both sides of May were a number of slit transles, but they appeared to be deserted.

- E. through H. Fil.
- I. Hoste: Direct, no other nightings not previously reported.
- J. M. CAGAYAN VALLEY E/10 from 1200 2500 ft.

CARRELLO MY range 6/10 covered from mountain tops to 10,000 ft.

- K. Johnson, Archesbesult and Coppore.
- L. 6 X 500 1b. demos.

2800 X .50 mal.

OF ERATIONAL PRIORITY SECRET

CONDUCTIONAL PROSERY OF CHAP

1107 TACTICAL RECEPTABLE A GARAGE
71st Reconnaisemente Group

MFE, EX-9, F5-47 Y BYS

25 June 1945

fo: A-2, 309th Bomb wing, Air liminon Section, Sixth Army, G-5 Air, I Corps.

TIBAL WILLION REPORT

- A. 176-0-14, No Mission No 418, 110th Yes Ben Se, 71st Ben Sp. S5 Jame 1945, Fair 7-6's, PANY 25-1.
- 8. Air slert for PADDY, sheble to make redio contact with PADDY so proceeded to Simil. Boobed and strafed wooded area (17 deg 39 min N-181 day 44 min N-)
- 3. 70 6760/1 TOT 0750-0600/7 % 0945/1 Alt. 7500 ct. to mix.
- D. Mission 100% complete.

deven bonds in target area, one hung and fell 2000 yards worth of target area safe. No freight troops were in take area.

24 individual straffing passes with good consentration of hits but no observed results from either booking or strafing.

- E. through H. Hil.
- I. Bouter Direct.

The tree of PATTAD on May 5 (16 deg 20 min N-121 deg 36 min E) was on fire. There were no signs of ground setivity or planes in immediate eres at time of nighting. Not reported to PARTAT because of no radio contest.

- J. N. CHIRRA MARRA MIR. edvered by a front which appeared to be moving west.

  B. CAGAYAN 4/10 to 6/10 summing elouds at 2500 ft.

  CAGAYAN SOUTH OF THUSSOMMAND 1/10 to 2/10 scattered.

  B. CAGAYAN FALLRY 2/10 to 4/10 from 4000 to 6000 ft.

  G. CARABALLO MIR. 4/10 from mountain tops to 8000 ft. in two layers.
- K. Pritts, Bourdmen, Strait and Moreland.
- 1. 8 X 500 1b. demos.

3300 X .80 cel.

ACCREAGE AND TO DE AUT OF COMPANY

THIS PAGE IS UNCLASSIFIED OPERATIONAL CONTRACTOR SERVED 7) at Passerteetoe Group 13 June 1945 A MAG NYA, AK-7, NO-47 air leiser easten, time army, 0-8 Air, I Corps 177-0-31. (8 07E. 60 25-1), 35 June 1940, 110th Tag was 50, 71gt Ran Op, 12 7-61's. Sq 21 size #425. B. sir slort frompless. 0: TO 1025/1 TOT 1050-1235/1 TI 1252/1 Alt. 10,000 Ft. D. Minsion incomplate. Boorwhich closed by wasther. Mintel, and the heat has terpete, no appear from Fabrico Settlement both in bay. M. thru H. Bil. I. Rouse: Direct. J. GRUNTER VALUET: 2/10 between 4000 and 6000 ft. 10/10 sa 9000 ft. I. Silves: Cean, Tayt, orie, Foordoon, Haugh, Evens, Strait, Failings, Hayder, Cobie, Maiser, Moreland. 24 % 75 gel. wing tobes jetticores. L. PA I VO gol. DAPAIN juttleoned in Day. Mil K . 50 col. OFTELY DAE PRINCIPLE BELLEY

CPARATIMAL PRIORITY DECRAT

11074 TASTICAL RECORDANCE GROUP OF VADROE POR TOUR APO 70

27 Jane 1945

122, 101-9, 70-47

TO: 1-2, 309th Boat Wing, Air Eleisen Section, Sixth Army, G-2 Air, I Corps

TIMAL MINELOS ESPORT

A. 178-D-20, St Mission No. 624, 37 June 1945, 110th Tag Sen Sq. Vist Ren Sp. two F-81's.

A MAG

- B. YR #4.
- c. TO 0600/1 TON 0515-1015/1 M 1115/1 Altitude minimum.
- D. Mission completed.
- E. thru M. Mil.
- I. Route: VR 54.

  S rectangular clearings varying in site from 25 yards to 100 yards souser with slash and study 2 being burned, an East and North coasts of Carlotte Inland (16 deg 55 min H--121 deg 55 min H).

at 19 dog 23 min N-121 dog 84 min % on Calayan lolable were four associans columns of bright croage flame 20 to 15 ft. high. Fires on straight line with 15 ft. interval. No personnel or activity visible.

- J. Gaff, rest as reported 176-0-21.
- K. Filoset balls, Hernam.
- L. Bil.

CORRECTIONAL PRIORITY SAFEST

OF REAL PROPERTY SECURITY

71st Recompaissance Group

EFE, 6X-2, FD-67 Y EFC

27 June 1965

70: A-2, 309th Bomb Wing, Air Dimison Section, Sixth Army, G-8 Air, I Corps.

### FINAL MINITURE WOODS

- A. 178-0-81, Mc Mission No 428, 119th Tao Ros Cq, 71st Con Gp. 27 June 1865, two F-dis.
- 8. WR for BURNY. Unable to establish radio contact with NUMBY but contacted PADDY.
- 0. 20 0980/1 202 0600-0930/1 31 1020/1 Alt. 10000 ft. no mine
- P. Wissian completed.
- E. through H. Fil.
- 1. Soute: Direct.

  New S, found FATTAD (18 deg 15 min E-181 deg 45 min E) west to porthern tip showed fresh signs of moderate vehicular usage, direction of traffic undetermined. Bridges in this area all appeared usable.
- J. RI: GAGLYSE VALLEY, CAYU.

  S. CARASSILO STR., 10/10 from tops to 10,000 ft.

  R. GARASSILO STR., S/10 scattered from mountain tops to 9000 ft.
- K. Johnson and Jaillips.
- Le Hile

OPERATIONAL PRIDRITY DECRET

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OPERATIONAL PRIDALTY SECTION

71st Resonaisence Group

27 June 1946

8373, SS-6, 70-47

A MAG

TO: A-2, SOSth Romb Wing, Air Lisicon Section, Sixth Army, G-8 Air, I Sorps.

## FIRST WINGERS BEFORT

- A. 178-5-83, He Mission No 428, 110th Tee Hen Sq. 71st Hom Sp. BYSCH 27-4, 87 Fune 1945,
- B. Air slart NYONER. Sombed and strafed concentration of hip troops at 16 deg 45 min R-ikl deg 06 min h, part No of Klander.
- 0. TO 1800/1 TOT 1805-1140/1 TE 1809/1 Alt. 4000 ft. to min.
- 83 A 75 gallon aspelse in target area, one hang up and fell off exploding in anomy tarritory about 1000 yards north of target area.
  46 individual strafing passes of target area resulting in good concentration of hits.
  The only observed results were small gross fires.
- E. through H. Fil.
- I. Houter Bireck, no other sightings not previously reported.
- J. EX: 6. CARABALEO, 8/10 equalus from mountains to about 12,000 ft.
  6. CARABA, visinity of RADARAS E/10 from 5000 to 6000 ft. scattered.
- L. Johnson, Boardman, Straft, Moreland, Spton, Evens, Kauffman, Sapp, Rule, Sobie, Archasteault and Grawford.
- L. 24 X 75 gel. nepalar

.50 osl.

OF REALITIONAL PRINCIPLE OF SECRET

Vist Recommissance Group

28 June 1945

TO: A-8, 309th Bomb Wing, Air Lieison Section, Sixth Army, G-5 sir, I Corps.

MINAL MINION MEDURY

- A. 179-0-12, No Mission No 451, 110th Tao Ron Sq. 71st Non Sp. 26 June 1946, two F-8's.
- B. VI for BURNY.
- 0. TO 1208/1 TOT 1345-1580/1 Th 1680/1 Alt. 14000 ft. to min.
- D. Mission completed.
- M. through F. Wil.
- G. On map ref. 3865-3 at \$76.0-3184.5 planes encountered plight, immograte to small arms fire.
- H. Fil.
- 1. Route: Direct. The following signatures were all on map
  ref. 3666-3 at 976.0-3184.5, is vicinity of small arms fire
  were 10 men striped to the waist bathing in river. They tock
  enver upon sceing planes. The world not give permission to
  strafe.
  At 979.3-2184.5 conceeled in woods were mips-type shaet.
  possible Jap bivouse arms. There appeared to be about 3
  installations in this arms, no personnal were signted.
  On trail leading off secondary road bordering HTSAS MIVER
  starting at 955-2184 and running east to approx. 973.62192 and from there practically due south to possible Jap
  bivouse arms. 979-2184.5 were few moderate vehicular and
  eart tracks signs. Erromeously reported to HJSET as bordering MARAFIL SIVER due to map.
  From trucks signs were seen on both sides of BARGET HIVER
  at approx. 975.0-2181.0 and 976.0-2185.0.
  At 975.5-2183.5 were about 20 horses on bank of DARGET HIVER
  Horses appeared to be the size of American cavelry Maraen
  horses.
  At 976.5-2186.0 in a clearing covered by bemboo laying
  flact with the ground was a possible Fip installation type
  unidentified. There were track signs in installation error
  area giving off block makes of elearing in wooded
  area giving off block makes to 800 ft.
  All the above signtings were reported to BUNNY.

  J. EX. S. CARABALLO MIN. from tops to 14000 in places to 80000

## OPERATIONAL PRIORITY SECRET

## 110TH TACTICAL RESOLVAISSANCE SQUADRON 71st Recommeissances Group APO 70

28 June 1945

EFE, SX-9, FD-47

V MVD

TO: A-2, 309th Bomb Wing, Air Limison Section, Sixth Army, G-3 Air, I Corps.

## WINAL MINIOR REPORT

- 178-D-11, Sq Mission Re 420, 110th Tac Res Sq, 71st Res Op, 28 June 1945, two F-6's.
- H. VR for BURNY.
- 4. TO 1140/I TOT 1230-1848/I TI 1440/I Alt. minimus.
- D. Mission completed.
- s. through G. Hil.
- H. Obliques of boat construction 17 deg 56 min H-121 deg 55 min E at 1250/I.
  Obliques building and possible Rip activity 18 deg 16 min H-122 deg 06 min E at 1250/I.
  Obliques beech 18 deg 20 min N-122 deg 10 min E at 1250/I.
- 1. At 17 deg 41 min N-121 deg 47 min N just off the road stack in the mad facing south are one Nip truck, with unidentified load. There were no other signs of activity in this area. At 17 deg 39 min N-121 deg 47 min N stack in the river bed facing NE was one Ford V-6 seden. The car was surrounded by approx. 12 civilian dressed men critically attempting to get it out.

  At approx. 17 deg 38 min N-121 deg 52 min N just east of PENANIANGA secondary roads leading into the mountains showed from moderate sign of vehicular & carribou cert tracks. The shove sighting was reported to BUNEY.

  On map ref. 3664-1 at 986.0-63.7 on north side of river was a camouflaged Nip installation consisting of roof supported by four short corner poles. These were 2 oil drums right next to building. The structure appeared to be a gun position. Not reported to SAP because of uncertainty as to idently.

  On beach just a short distance from water in area running from 18 deg 18 min N-122 deg 49 min N to 18 deg 85 min N-122 deg 66 min N were sheaved of rice in piles all through this area. There was also an estimated number of 78 native boots loaded with rice. All through this where in area also. The activity scame to increase towards the eastern end of area.

TERDES YEDROISS ASSESSED

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At 18 deg 16 min N-122 deg 08 min R a large 1-chaped building was sighted. Be personnel were in vicinity but there appeared to be signs of activity in adjacent wooded area. Photos were taken.

At 17 deg 86 min N-121 deg 52 min E in clearing just west of river were a number of civilian dressed men at work on possible boat construction. Photos were taken.

On beach at 18 deg 20 min N-122 deg 10 min R were a number of heavy wooden timbers about 14 by 12 inches by 14 ft. Photos were taken.

- J. WA: CAGAYAR VALLEY, 3/10 meathered at 5000 ft. B. DARABALLO MTS., 3/10 from mountain tops to 12,000 ft. built up in places to 30,000 ft.
- K. Ogle and Sapp.
- L. Mil.

OPERATIONAL PRIORITY SECRET

0844

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White Pal - ACT GREEK

NOTE RESOLDED STREET OF STATE OF STATE

36 June 1945

BFE, BL-9, YD-47

A RAC

TO: A-E, 200th Boad Wing, Air Lieison Section, Wixte Grey, 9-3 Air, I corps

FIRST WITH OF HER DET

- A. 199-D-0, Eq Mismor No. 428, 28 June 1948, 110th Ten Real Eq. 71et Real Ep. Sep F-6's.
- S. VE for DEREY.
- G. TO 0710/1 FOT 6800-1050/1 7/ 100/1 Altitude cirinar.
- D. Mission complete.
- he thru B. Wil.
- A. Obliques of sovement of Fair-live at 17 deg to ain N--
- 1. On may ref 3666-11, 1:80,000, in stream and at 697.0-66.7 were folioge and comparing over river bed for about 20 ft. There were no signs of sotivity in area

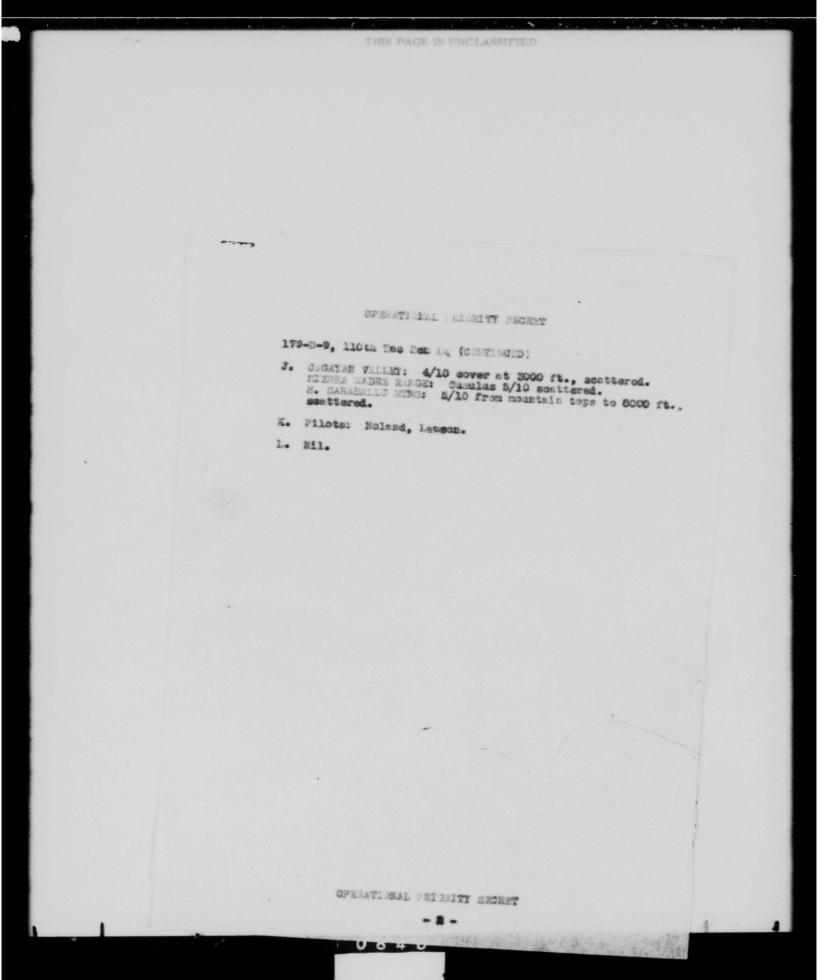
At 17 deg 48 win h--121 deg 50 sin a vers approximately 50-78 divilies dressed was and vesses volving sleep trail hading lest. All of them were corrying large decision and were accompanied by about 30 certies each corrying two bankets or Contents or bessets undetermined. Photo's taken.

At 17 deg 48 min 8--181 deg 45 min 8, secondary road landing mest of Highway 55 appeared well used and trails continuing off this road into sometains showed signs of moderate treat sign of carts and possible trusk tracks. Decondary road leading from 17 deg 47 min 8--121 deg 50 min 8 to Servay (17 deg 55 sin 8--121 deg 51 min 8) showed frush indications of moderate vehicular track signs.

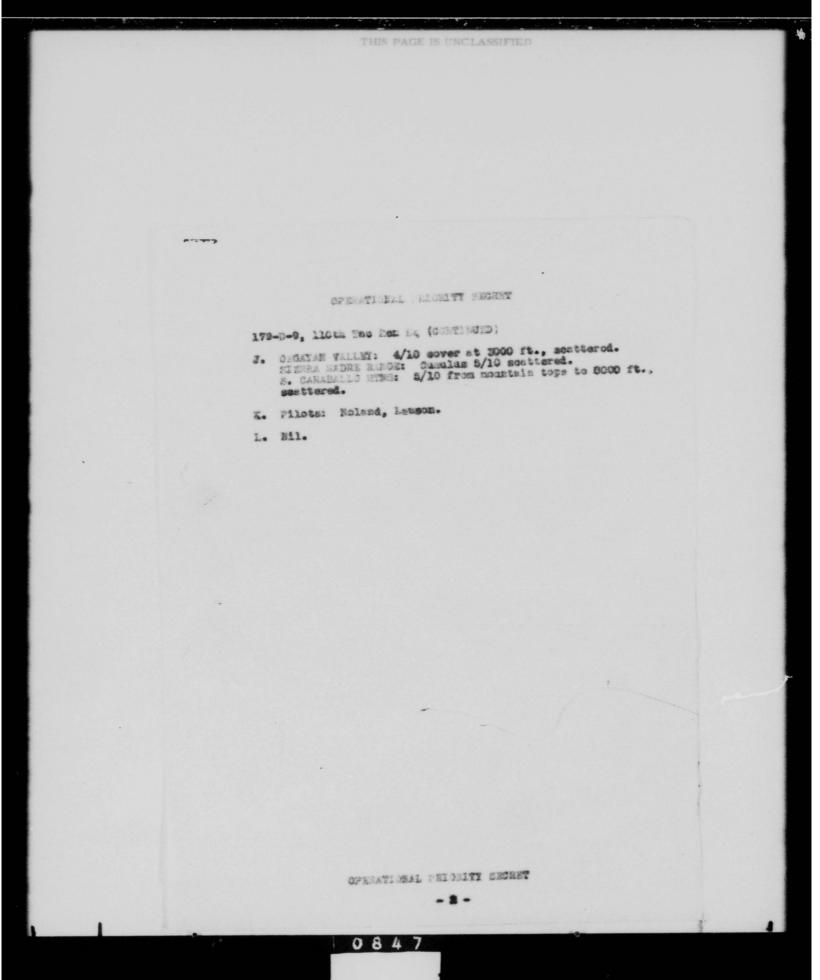
In Dunith with (10 deg 04 min R-121 deg 57 min 1) were about 10 serviceable and 5 approviously bandso rafts about 15 % 8 ft.
Bil eighting at Falaran hal on dest count of Direk.

Above eightings not reported to MAP because of no redio contest.

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110% Tad Total Recommination of the Personal Residence Group

EFE, 85-9, ND-47 Y NYD

25 June 1945

G-3 Air, I Corps.

FIRST MISSION REFORT

- A. 179-0-10, Sq Mission No 429, 110th Tac Ran Sq, Vist Ran Sp, 20 June 1940, two F-6's.
- B. VR for REEY.
- c. TO 0925/1 207 1000-1800/1 TL 1840/1 Alt. Minimum.
- D. Mission completed.
- E. through H. Nil.
- I. Route: Direct.

on map reference 3666-Til. 1/80,000 at 88.5-88.3. just off reed jurked under a bamboo clump was one Jap staff cur. There were no signs of activity in area. Sighting reported to MARY.

J. HE: GAGAYAN VALLEY, CAVI.

Callabatto Reads, 6/10 from mountain tops to 12,000 ft.

- K. Maber end Moreland.
- L. Bil.

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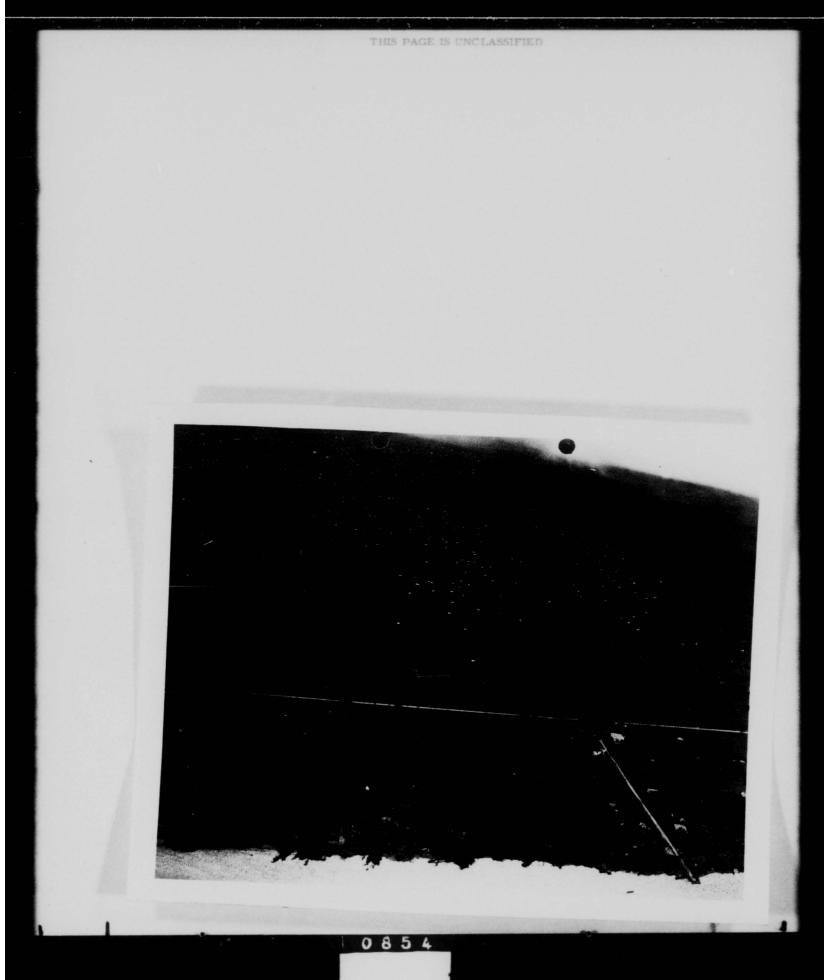
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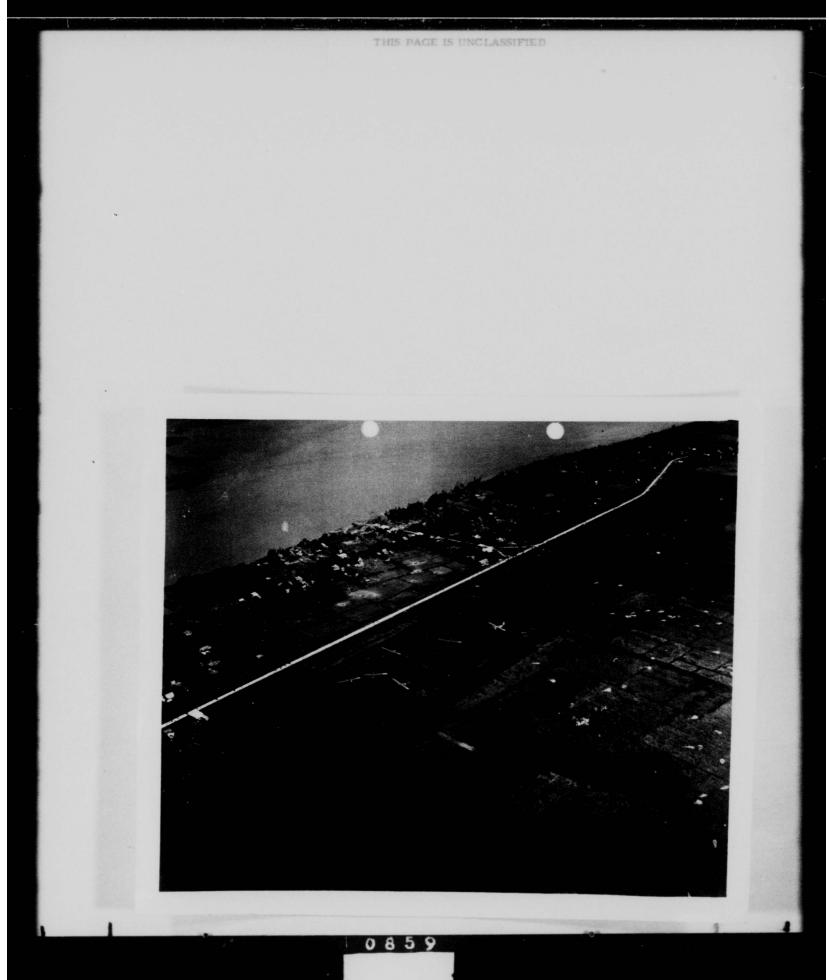
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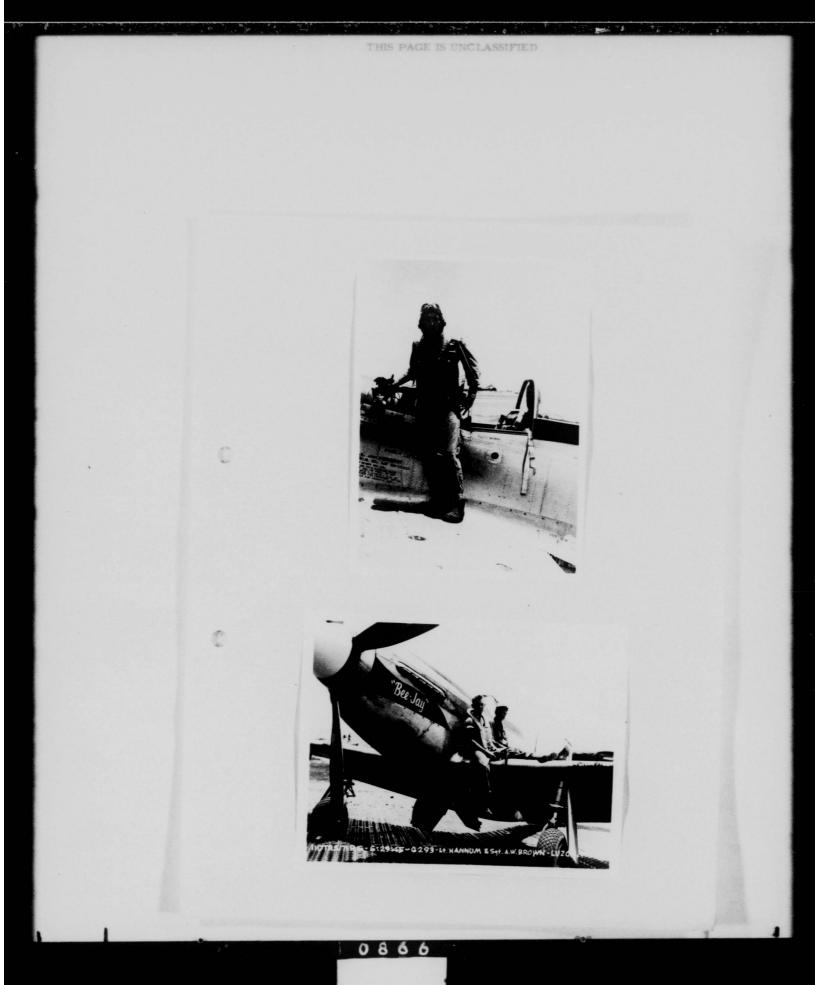
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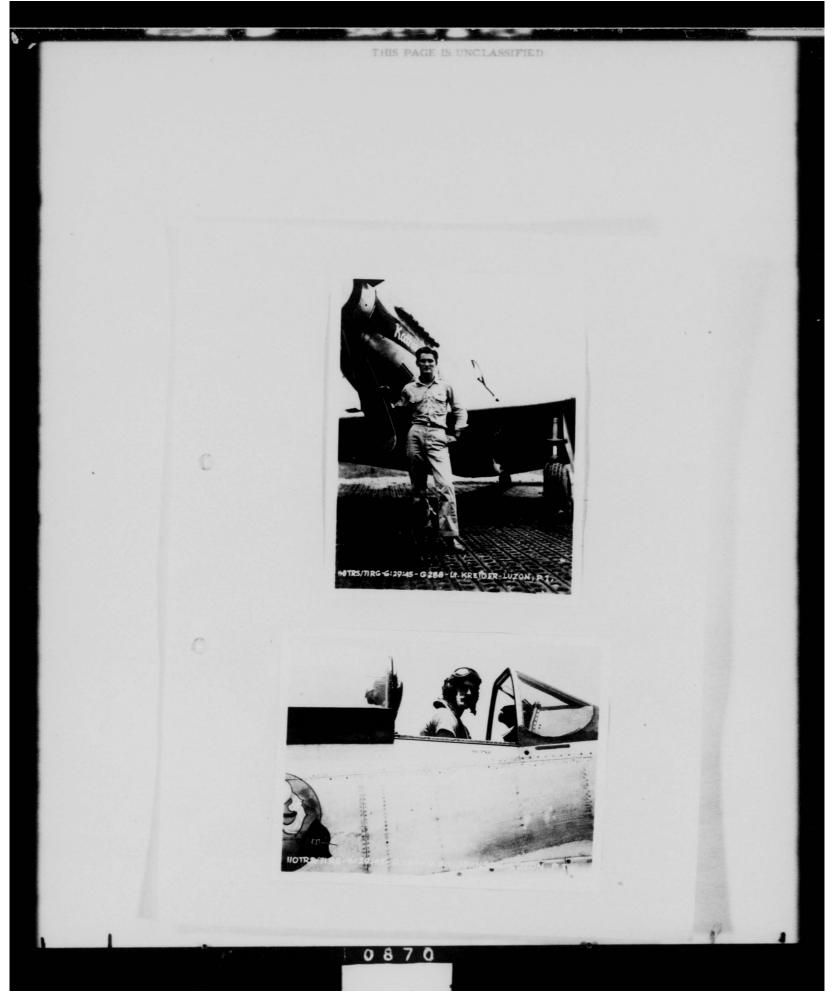
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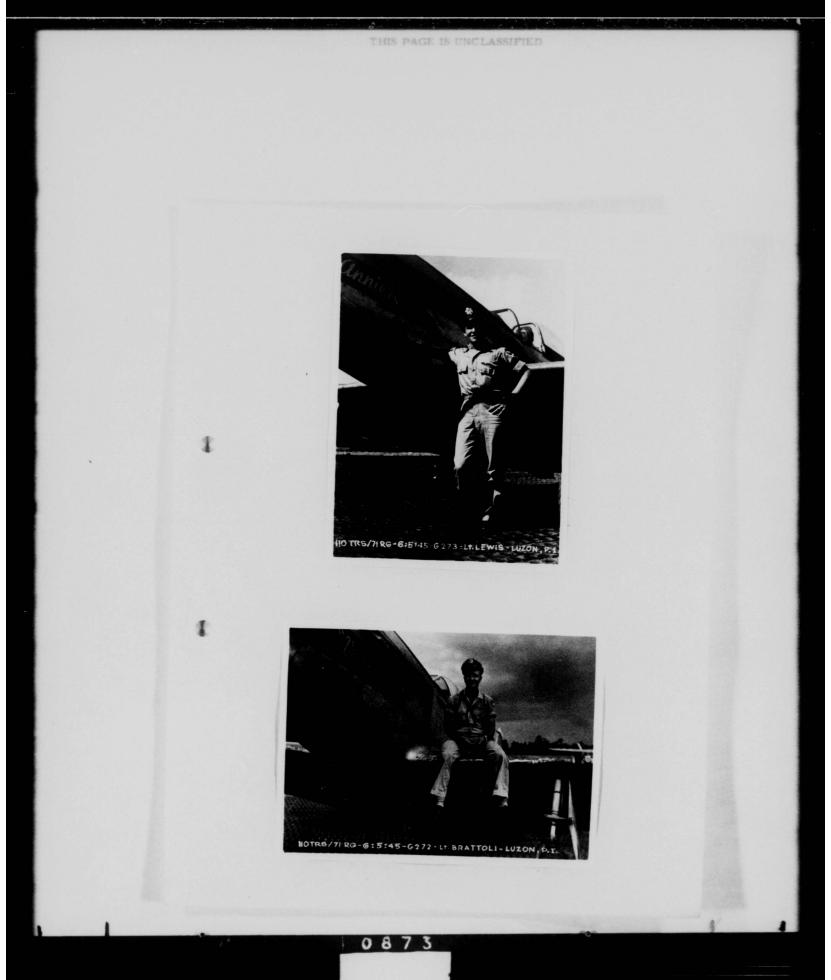
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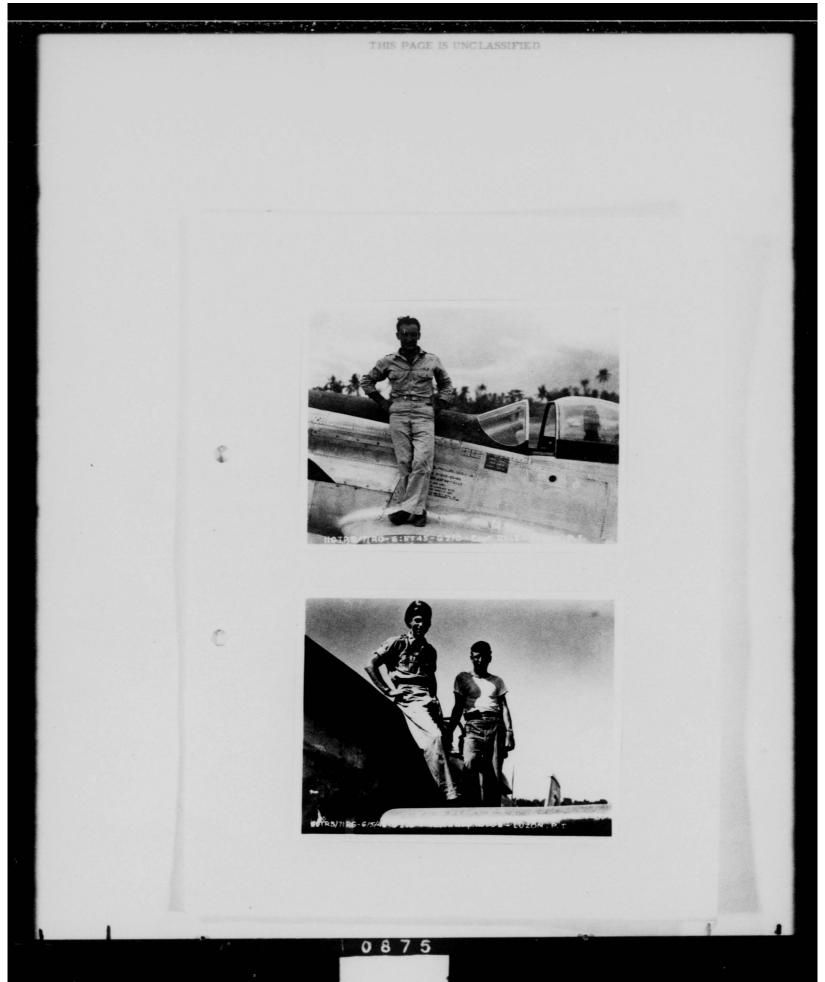
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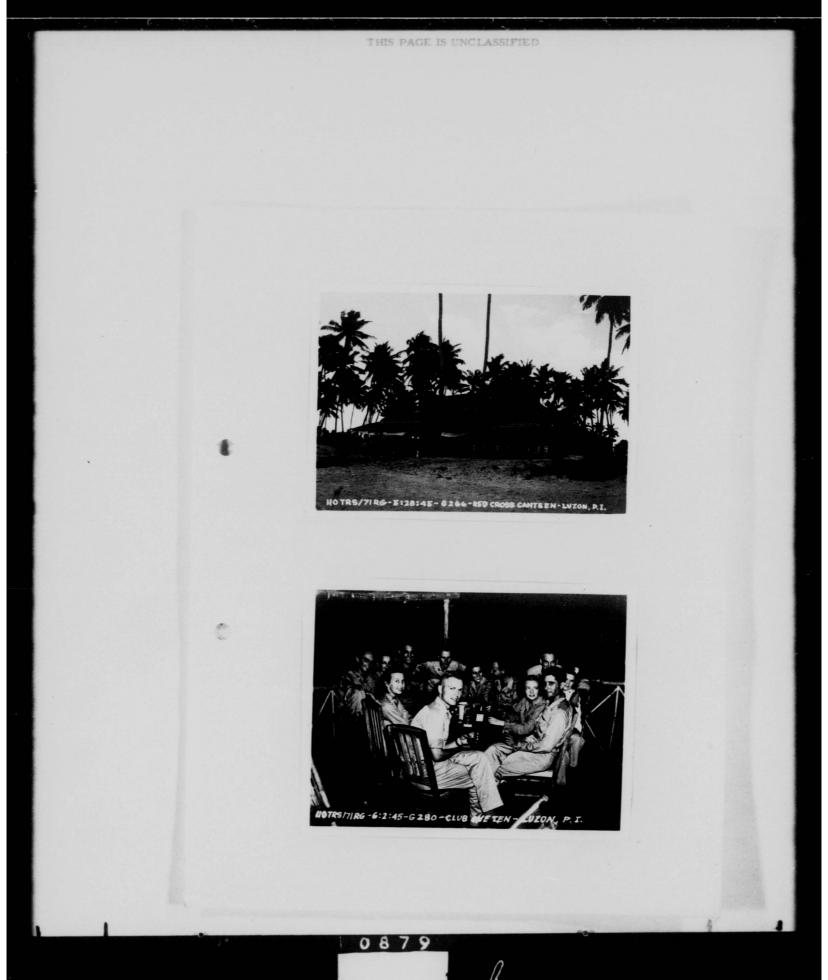


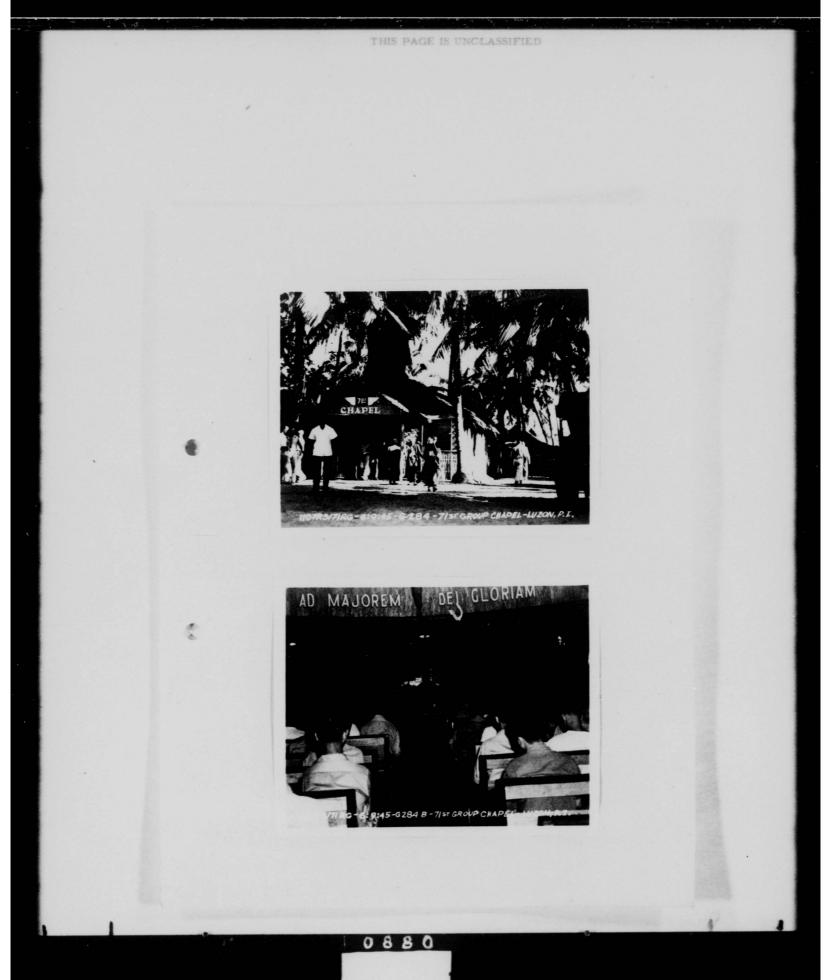
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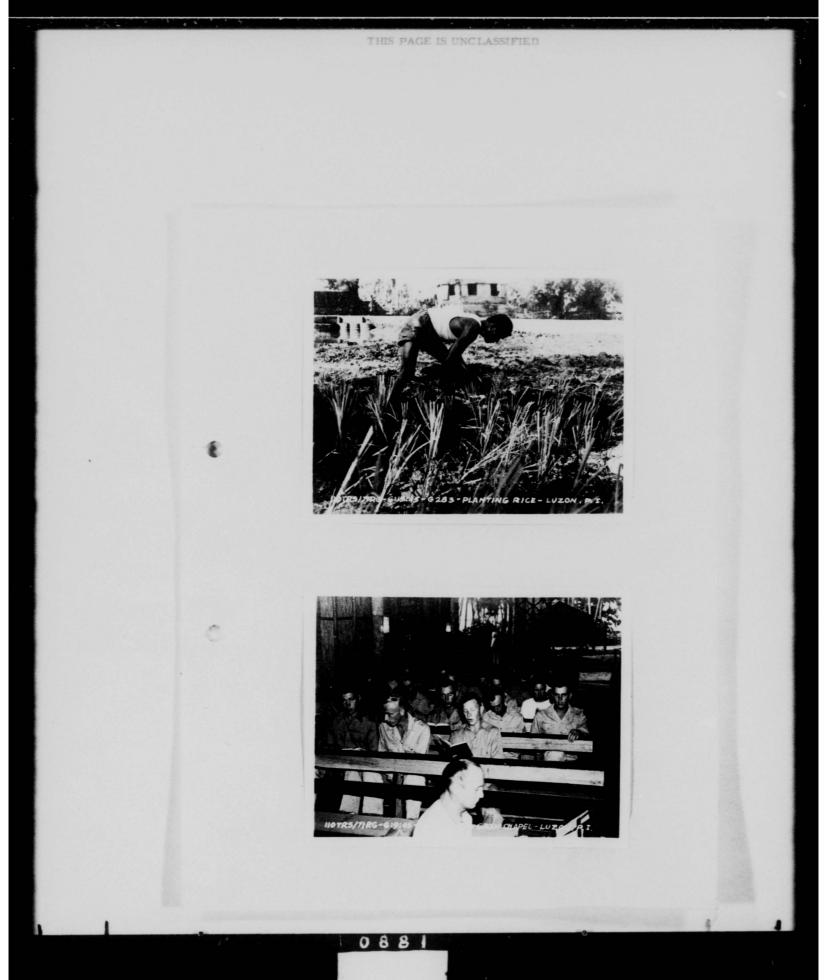


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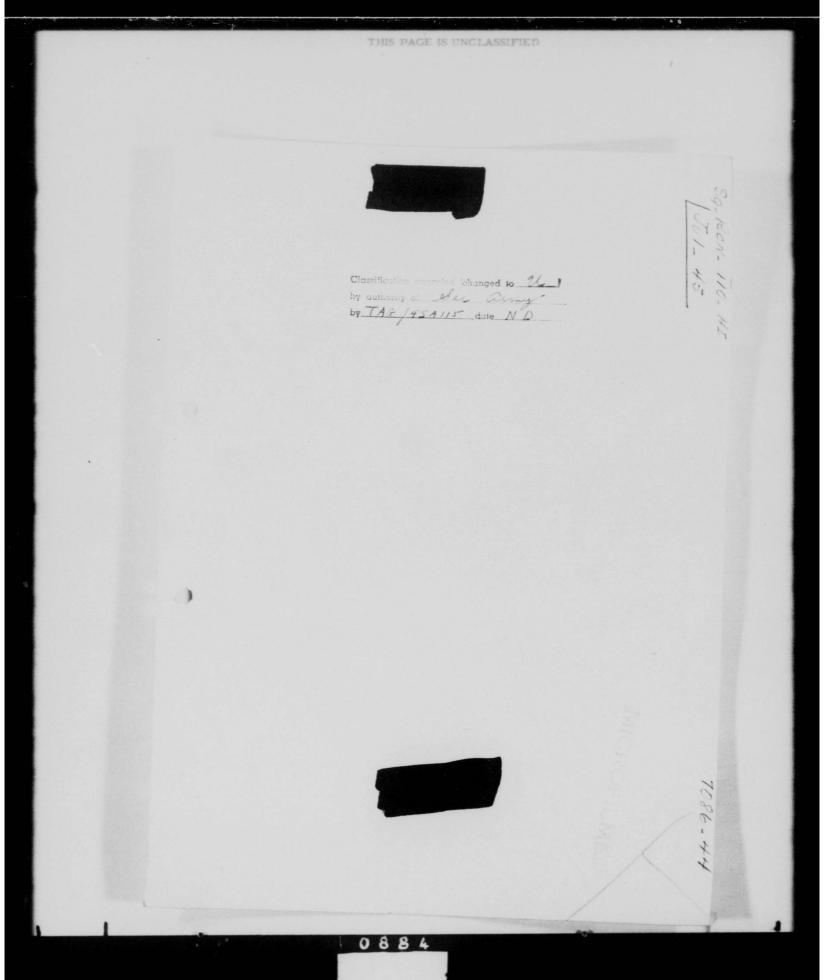




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THIS PAGE IS UNCLASSIFIED SB-RCN-110-H1 10145 SECRET 110TH TACTICAL RECONNAISSANCE SQUADRON SECRET 71ST RECONNAISSANCE GROUP Auth: C.G. APO 70 Init: Bull anged to 26 Date: 8-10-45 by authority of Sec army by TAG/95A 115 date N. DESIGNATION SHEET July History Report. Official designation, including number of unit and echelon in chain of command. AIR FORCE : Fifth Air Force. COMMAND : WING : 91st Photo Wing Reconnaissance. GROUP : 71st Reconnaissance Group. SQUaDRON: 110th Tactical Reconnaissance Squadron. Has security classification been checked: Yes. BYAON W. CAMPBELL, Captain, Air Corps, Historical Officer.



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110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 70

INVENTORY FOR JULY HISTORICAL REPORT.

5 Inclosures:

Inclosure No. 2-----Summary of Activities
Inclosure No. 3-----Mission Reports
Inclosure No. 4------Photographs

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110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 70

Auth: C.G. Init: Auth Date: 8-10-45

10 August 1945.

SUBJECT: Transmittal of Unit History.

TO : Commanding General, Army Air Forces, Washington,

1. In accordance with AR 345-105, and AAF Regulation No. 20-8, submit herewith the July 1945 History of this organization, which has been inspected and verified by the undersigned.

2. The material submitted was prepared by 1st Lt. Byron W. Campbell, 0-562671, Air Corps. Facts and observations included in the narrative and not otherwise credited are based on the personal knowledge and opinions of Lt. Campbell.

GEORGE K. NOLAND, Major, Air Corps, Commanding.

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110TH TAGTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP

Auth: C.G. Init: Bub Date: 6-10-45

10 August 1945.

SUBJECT: Historical Record and History of the 110th Tactical Reconnaissance Squadron.

: Commanding General, Army Air Forces, Washington, D.C. (Thru Channels) ATTENTION: Asst. CofAS Intelligence, Historical Division.

1. In compliance with AR 345-105, dated 18 November 1929, as amended by changes 1 and 3, dated 22 November 1930 and 9 March 1943, Fifth Air Force Regulation No. 20-8 and Army Air Forces Historical Officer's Circular as issued, the following historical data is submitted for the period of 1 July thru 31 July 1945.

a. No Change.

b. No Change.

Strength.

(1) Personnel, commissioned and enlisted men.
(a) At beginning of period
(1) Flying Officers 38
(2) Ground Officers 12 (3) Enlisted Men (b) Net increase during period (1) Flying Officers (2) Ground Officers Enlisted Men (3) 11 (c) Net decrease during period (1) Flying Officers (2) Ground Officers (3) Enlisted Men 15 (d) End of period Flying Officers Ground Officers (1) 43 (2) 12

(2) Airplanes (a) At beginning of period Type P-51 20

Enlisted Men

(3)

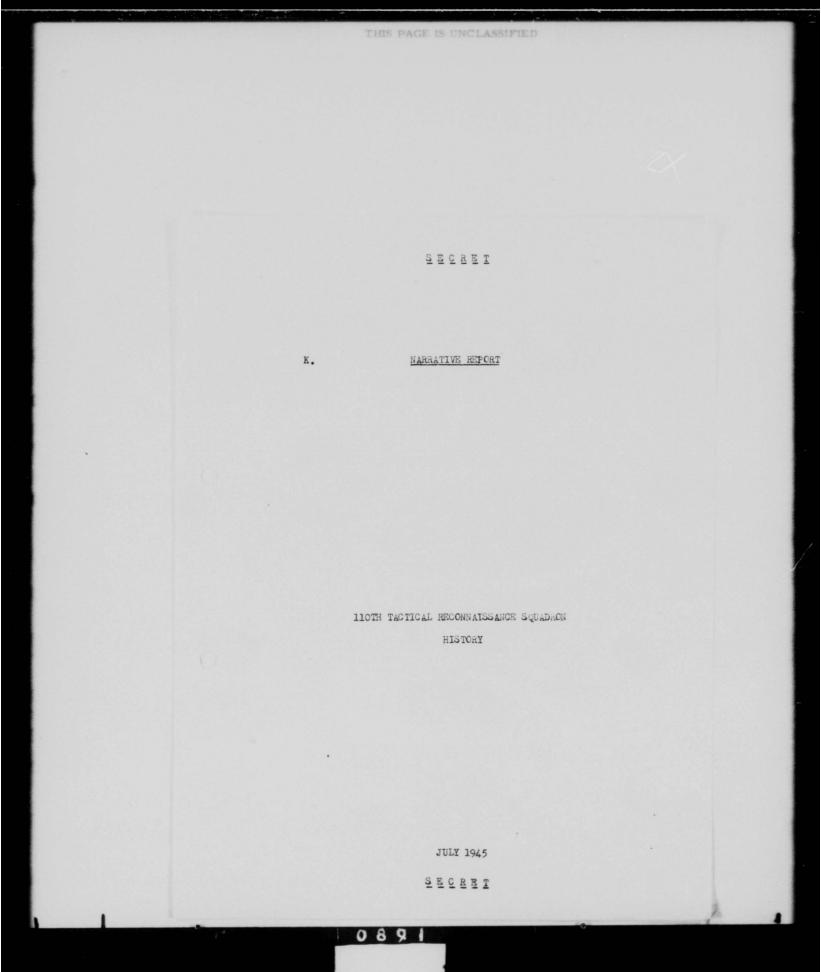
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THIS PAGE IS UNCLASSIFIED SECRET (b) Gains 12 (c) Losses 12 (d) End of period P-51 Stations: Luzon, P.I. Number of Sorties: (1) Recco 57.
(2) Bombing and strafing.
(a) Number of sorties 181.
(3) Miscellaneous Sorties 11. (4) Total Sorties Bombs dropped and ammunition fired.
(1) Bombs dropped.
(a) Tons by type.

GP-M64 296 or 74.0 tons.

FTW-75 NP 66 or 16.5 tons. (2) Ammunition expended. (a) Cartridge cal. 50, API, I, & T (1) 125,145. (3) Results. (a) Destroyed. 1. Trucks - 1 2. Gun position - 1 (b) Probably destroyed or damaged. 1. Nipa buildings - 2 Enemy attacks on our ground installations. Nil. Ground battles. Nil. Losses in action. Nil. j. Awards: Nil. SECRET

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Appropriately, the primary event of note during the month, was the promotion of Captain George K. Noland, Commending Officer of the Squadron who was promoted to the grade of Major per FEAF General Order 182, 1 July 1945. That evening, cigars were distributed in the enlisted men's mess hall with the compliments of the Major. Cigars and drinks were dispensed at the Major's expense in the Officer's Club during the evening.

On July 3rd, Staff Sergeant Otis M. Rude, (528), 18026503, joined the "Musketeers" per 71st Reconnaissance Group Special Order 118.

On Independence Day, 4 July 1945, First Lieutenant Harold A. Powers, Squadron Photographic Officer, and long time member of the Squadron, received his long coveted railroad tracks and the distinguished title of Captain, per General Headquarters, United States Army Forces, Pacific Special Order 25. That evening in the Officer's Club, wine, women and song contributed to the celebration of the event. However, the women were not in stock and a back order requisition was submitted with the hope of it someday being filled.

On 11 July 1945, per 71st Reconnaissance Group Special Order 124, the following five (5) pilots were assigned to this organization.

| First Lieutenant Robert J. Taylor       | 0-804070 |
|---|----------|
| Second Lieutenant John B. Clayton III   | 0-834958 |
| Second Lieutenant Nathan P. Cakes Jr.   | 0-834276 |
| Second Lieutenant James R. Shotwell Jr. | 0-834311 |
| Flight Officer Burton Blaustein         | T-64026  |

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On July 15th, 16th, 17th, and 19th, more promotions were chalked up to the credit of Officers and Enlisted Men of the Squadron.

The following is the list of promotions.

#### TO CAPTAIN

First Lieutenant Albert R. Hough Jr. Ass't Oper. Officer

# TO FIRST LIBUTENANT

Second Lieutenant William R. Boardman Pilot

Second Lieutenant William G. Lawson Pilot

Second Lieutenant Frank S. Farrell Pilot - Ass't S-2

Second Lieutenant Philip J. Koykka

Pilot

# Authority: Far Eastern Air Forces Special Order 196, 15 July 1945.

## TO MASTER SERGEANT

Technical Sergeant Robert J. Rogers

Engineering

#### TO STAFF SERGEANT

Sergeant Ole S. Williamson

Intelligence

Sergeant Edmund B. Munyer

Flight

Sergeant John LeMonica

Photo

Sergeant Frank J. Draus

Armament

#### TO SERGEANT

Corporal Norman M. George

Armament

Corporal Cecil C. Barton

Mess

Corporal Thomas J. Donnelly

Photo Photo

Corporal Carl O. Pederson

Corporal Chester E. Kordecki

Flight

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#### TO COMPORAL

Private First Class Alvin G. Dahlem

Intelligence

Frivate First Class Thomas F. C'Byrne

Flight

Frivate First Class Louie E. Tate

Flight

Private First Class Warren C. Golden

Engineering

# TO PRIVATE FIRST CLASS

Private Oscar S. Philkill Jr.

Photo

Private Robert E. Waterman

Mess

Authority: 71st Reconneissance Group Special Order 127, 16 July 1945.

## TO CAPTAIN

First Lieutenant Byron W. Campbell

adjutant

Authority: United States Army Forces, Pacific Special Order 38, 17 July 1945.

# TO STAFF SERGEANT

Sergeant Richard J. Hand

Flight

Sergeant Ernest O. Wold

Communications

## TO SERGEANT

Corporal Allen O. Waldrop

Mess

Corporal Herbert F. Walsh

Photo

Corporal Phillip G. Filipu

Engineering

Corporal James E. Robken

Photo

# TO CORPORAL

Private First Class Wayne E. Pursell

Engineering

Private First Class Philip E. Reichenback

Photo

Authority: 71st Reconnaissance Group Special Order 29, 19 July 1945.

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A Chemical Warfare lecture and demonstration was held in the Squadron's show area 20 July 1945 by a Field Team from the Fifth Air Force. While explaining the effects of the various gases, a practical demonstration was given on the use of smoke bombs, phosphorus, and thermite. The audience was pleased with the demonstration as it relieved the usual monotony of the Chemical Warfare lectures. After the lecture and demonstration, several articles of Japanese Chemical Warfare equipment were shown and compared with the United States Chemical Warfare equipmen. The comparison left no doubt in the men's minds that the United States had equipment far superior to that of the Japanese Emperial Forces.

A Security lecture was held in the Squadron's show area 24 July 1945. In order that all men would be able to hear the lecture without disrupting the efficiency of the Squadron's operation, two lectures were given, one in the morning and one in the afternoon. The attention of the men was held all through the lecture by the way it was delivered by two members of the Counter-Intelligence Department of Higher Headquarters. Photographs, actual cases of espionage, and so forth were used in putting over the idea of not discussing military information. The men left the area feeling that they should emulate the three famous monkeys, hear no military information, see no military information, and speak no military information.

During the month, a Mobile P-51 School was encamped in the Squadron area for the purpose of teaching the men a little more

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about the P-51 aircraft. As the P-51 engine is a fairly new engine to the men, they felt that the school would be of advantage to them in keeping up their splendid record of maintenance. The men attended the school nights in order to get the course completed prior to movement.

At a meeting of all section officers in the Commanding Officer's tent at 1000 hours, 27 July 1945, the announcement was made that we were to have twenty eight (28) C-46 transports loaded ready to leave for Ie Shima at daylight the next day. This was a complete surprise to all concerned as prior plans called for a minimum rear air echelon to move to Clark Field about the end of the month, where they would conduct limited operations until the water echelon arrived at Ie Shima. The air echelon of the planes, ground crews, pilots, and Photo Section was then to move north and join the rest of the organization.

However, the job had to be done immediately and all hands set to work. Sections made a hasty survey of materials and equipment, deciding what could stay behind and what would move out immediately.

Manifests were made out as quickly as information was received from each section. As each manifest was prepared, the senior man in charge took over and supervised the loading of the equipment and personnel on trucks. The trucks were then checked out and proceeded to the air strip where the planes were loaded. In three days, all forty seven (47) planes had been loaded and dispatched and all personnel and equipment had left the camp area with the exception of twenty one (21) vehicles and drivers and one officer who were to proceed by boat and the pilots of the planes, who flew up several days later.

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On arrival at Ie Shima, the Squadron found themselves situated in an extremely crowded and very poorly planned area. One of the near by organizations, an Engineer Unit, volunteered help in getting the men fed and under cover. They provided hot coffee for the men to help take the curse off the cold "C" rations.

The men then proceeded to work setting up camp. Tents were set up to temporarily house all personnel and were therefore necessarily crowded. A mess tent was set up and was soon dispensing hot meals.

During the next couple of days, improvements were made and the camp area laid out. The sections then started setting up for operation.

During this time a typhoon hit the area and several days bad weather delayed progress considerably. During the storm, tents blew down and were ripped. The tents were old and tent ropes rotted and were no match for the fury of the wind which had not been experienced before. Water flowed through the center of the tents and necessitated digging deep trenches in the coral to drain the area. This work during the bad weather was far from pleasant.

At the end of the month the camp area was rapidly being whipped into shape. A portable building had been erected for the mess hall, the pilots' tents had floors and the sections were improving their facilities.

Operational missions during the month provided few incidents or missions worth elaborating.

Targets on Luzon were hit and one mission flown to the vicin-

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ity of Amoy, China. Many photo missions were flown and the usual amount of cover missions, fighter sweeps and bombing missions. Results of bombing and strafing were as usual unobserved but the SAP stations invariably reported excellent results. The old battle cry "You should have been here when it was rough" was rapidly beginning to mean more each day as the war was passing us by. It is somewhat debatable whether we were being by passed gladly or reluctantly.

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#### SECRET

#### HEADQUARTERS SECTION

Headquarters personnel were busy during the month with the usual routine administrative duties and extra curricular paper work required by new and different directives. Daily reports such as the morning report and the transmittal of other reports and letters kept personnel busy with addition of work necessitated by promotions of officers and enlisted men and the return of personnel to the United States.

During the latter part of the month, the orderly room was extremely busy during the move from Luzon to the Ryukyus. The activities of the different sections had to be coordinated and men informed when and how to move or perform other duties incident to moving. Being the end of the month, there were many reports to submit and personnel worked up till the time the equipment was loaded on trucks and succeeded in accomplishing all necessary reports.

The orderly room also scheduled personnel of the Squadron to attend security lectures delivered by men from the Counter - Intelligence Corps, Pacific Area and the classes conducted by a mobile P-51 training unit. Personnel from these outfits also had to be fed, housed, and paid and this was accomplished by Headquarters.

Altogether, paper work in the orderly room has increased by many new directives, most of them being personnel records problems.

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# COMMUNICATIONS SECTION

The functions performed by the Squadron's Communications Section were largely routine during the month of July. The Signal Section operated the message center, safehand mail service, teletype traffic, telephone switchboard and cryptographic service. The Wire Section performed routine maintenance on wire installations. The Flight Section, including radio and IFF mechanics, performed maintenance on all airborne radio equipment. Routine inspections were conducted by the Squadron and higher headquarters! communications inspectors. The last few days of the period found the section busy preparing equipment for movement. After arrival at our new station preparations were immediately begun to inaugurate service. Due to the Squadron's having been unable to bring any quantity of building material on its movement, such material was not immediately available at our new station. Considerable difficulty was experienced in obtaining sufficient material to protect equipment from the elements.

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## MESS SECTION

The usual hot cakes and spam were prepared by the mess section daily. The usual gripes and groans were delivered by all concerned, but no one appeared to be suffering from malnutrition.

Seriously, the food situation on the island of Luzon had been greatly improved since the early days in New Guinea, however, each individual in the Squadron, remembering the pies and cakes that mother used to make, imagined himself a gourmet and considered the food distributed by the mess an insult to his gastronomic discrimination.

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# SUPPLY SECTION

This section was extremely busy during the latter part of the month due to the Squadron's hasty move.

They were extremely busy making out manifests, loading trucks with equipment and overseeing the loading of planes. Some of the problems encountered by the Supply Section are given elsewhere in this history.

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#### TRANSPORTATION SECTION

A record shattering event occurred in the Transportation Section during the month of July. New vehicles were obtained, these consisted of fourteen (14) 1/4 ton, 4x4 trucks (Jeeps) and three (3) 2 1/2 ton, 6x6 trucks. These vehicles were obtained to replace vehicles that were worn out in spite of expert maintenance and care by the section.

Considerable time was spent in ascembling and servicing these new vehicles as well as routine servicing and repair of all the older vehicles.

The section also despatched trucks and jeeps according to the highest priority needs of the Equatron.

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## PHOTOGRAPHIC SECTION

The activities of the Photo Section slowed down slightly during the month of July. The section had been anticipating a move to Clark Field where they were to precede the air echelon of the Squadron and set up there for about a months operation pending movement of water echelon to the Ryukyus Islands. However, as has been explained, a sudden change was made in plans and the Squadron moved to Ie Shima, maximum air - minimum water. As a result the Photo Section was at an advantage over the other sections in that they were already packed and ready to move.

Routine photo duties were performed during the month.

Films were developed and prints made and special photographs made for the Squadron History.

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## ENGINEERING SECTION

There was nothing particularly outstanding among the activities of this section during July. Routine twenty - five (25) and one hundred (100) hour inspections were performed, repairs and modifications continued as in the past, and attention concentrated on proper maintenance of aircraft to keep them in top notch flying condition.

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This is the history of the 110th Tactical Reconnaissance Squadron, or the "Musketeers", during the month of July 1945.

There are no glowing accounts of action or feats of heroism mentioned herein. It is merely a story of an efficient organization continuing its assigned task amidst dreams of past achievements.

Brion W. Campbell, Captain, Air Corps, Squadron Historian

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## SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 70

Auth: C.G. Init: real Date: 8-10-45

10 August 1945.

Summary No. 19 Summary of activities for the period 1 July - 10 July 1945.

- A. Surface vessel and submarine sightings:
  - (1) One barge sighted at Cagayan, (18 deg 32 min N -122 deg 11 min E)

  - (2) One barge sighted at mouth of Cagayan Valley River, (18 deg 23 min N 122 deg 02 min E)
    (3) One large lifeboat at Camiguin Island, (18 deg 56 min N 121 deg 51 min E)
- B. Surface vessels and submarines destroyed: Nil.
- Surface vessels and submarines damaged: Nil.
- Barges destroyed: Nil.
- Barges damaged: Nil.
- Enemy aircraft destroyed in air: Nil.
- Enemy aircraft destroyed on ground: Nil.
- Enemy aircraft damaged in air: Nil.
- Enemy aircraft damaged on ground: Nil.
- Ground Installations destroyed:
  - (1) One gun position (20 MM) destroyed by strafing, South of Highway No. 4, (16 deg 51 min N 120 deg 48 min E)
- K. Ground Installations damaged:
  - (1) One Nipa type building damaged by strafing, North of Highway No. 4, (16 deg 51 min N 120 deg 06 min E)

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- L. Estimated number of enemy troops killed or wounded: Nil.
- M. Our planes lost through enemy action: Nil.
- N. Our planes seriously damaged by enemy action: Nil.
- O. Our personnel killed or missing in action: Nil.
- P. Our personnel wounded in action: Nil.
- Q. Interception: Nil.
- R. Bombs dropped by type:
  - (1) Bomb, demo, 500 lb. 23 tons (2) Tank, Napalm, 75 Gal. 4,950 Gal.
- S. Ammo expended by type:
  - (1) Cartridge cal. 50, APO, I, & T, 84925
- T. Number of combat missions flown: 21.
- U. Number of combat sorties flown: 108.
- V. Combat time: 254:30.
- W. Total flying time: 275:35.

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# 110TH TACTICAL R CONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP

SECRET
Auth: C.G.
Init: Eucl
Date: \$....95

10 August 1945.

Summary No. 20 Summary of activities for the period 11 July - 20 July 1945.

- A. Surface vessel and submarine sightings:
  - (1) One thirty (30) foot inboard engine boat sighted at Fuga Island, (18 deg 54 min N 121 deg 26 min E).
- B. Surface vessels and submarine destroyed: Nil.
- C. Surface vessels and submarines damaged: Nil.
- D. Barges destroyed: Nil.
- E. Barges damaged: Nil.
- F. Enemy aircraft destroyed in air: Nil.
- G. Enemy aircraft damaged in air: Nil.
- H. Enemy aircraft destroyed on ground: Nil.
- I. Enemy aircraft damaged on ground: Nil.
- J. Ground Installations destroyed:
  - (1) One enemy truck destroyed by strafing on Highway No. 11, (16 deg 47 min N - 121 deg 49 min 45 sec E).
- K. Ground Installations damaged:
  - (1) One Nipa type building damaged by strafing at Cagayan Valley, ( Map Ref. 3664-4 at 974.3-2165.8).
- L. Estimated number of enemy troops killed: Nil.
- M. Our planes lost through enemy action: Nil.
- N. Cur planes seriously damaged by enemy action: Nil.
- O. Our personnel killed or missing in action: Nil.

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- P. Our personnel wounded: Mil.
- Q. Interception: Nil.
- R. Bombs dropped by type:
  (1) Bombs, demo, 500 lb. 47.5 tons.
- S. Ammo expended by type:(1) Cartridge cal. 50, API, I, & T, 37,320.
- T. Number of combat missions flown: 23.
- U. Number of combat sorties flown: 115.
- V. Combat time: 296:35.
- W. Total flying time: 353:25.

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#### SECRET

#### 110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 70

SECRET
Auth: C.G.
Init: RWb
Date: 8-10-45

10 August 1945.

Summary No. 21 Summary of activities for the period 21 July - 31 July 1945.

- A. Surface vessel and submarine sightings: Nil.
- B. Surface vessels and submarines destroyed: Nil.
- C. Surface vessels and submarines damaged: Nil.
- D. Barges destroyed: Nil.
- E. Barges damaged: Nil.
- F. Enemy aircraft destroyed in air: Nil.
- G. Enemy aircraft destroyed on ground: Nil.
- H. Enemy aircraft damaged in air: Nil.
- I. Enemy aircraft damaged on ground: Nil.
- J. Ground Installations destroyed: Nil.
- K. Ground Installations damaged: Nil.
- L. Estimated number of enemy troops killed: Nil.
- M. Cur planes lost through enemy action: Nil.
- M. Our personnel killed or missing in action: Nil.
- O. Our planes seriously damaged by enemy action: Nil.
- P. Our personnel wounded: Nil.
- Q. Interception: Nil.
- R. Bombs dropped by type:
  - (1) Bombs, demo, 500 lb. 3.5 tons.
- S. Ammo expended by type:
  - (1) Cartridge cal. 50, API, I, & T, 2,900.

SECRET

-1-

# THIS PAGE IS UNCLASSIFIED SECRET T. Number of combat missions flown: 10. U. Number of combat sorties flown: 26. V. Combat time: 56.20 W. Total flying time: 112.40 SECRET -2-

THIS PAGE IS UNCLASSIFIED STATIONAL PROPERTY SECRET MOSE TAUTION BOOKEN LABOUR & SADIE 71st Reconstances Group 10 70 1 1945 1945 70; 4-2, With Ross Wire. 6-3 Mir, Fourteenth Gorga. FIRST WIND STATE STREET 4. 182-3-11, 4g Mission Do ADE, 11845 for Act Act Act On Op, 1 July 1845, two P-6fs. B. TH for BUILTY. c. TO OTDO/1 TOT ONLY-1800/1 TL 1030/1 alt. mindage. 3. Sission 2005 complete. L. through D. Hil. I. Brute: Mrset. Ca sup ref. 3666-3 at 979.0-2141.3 as morth aids of FIRST FARE & The in disseler, so situated so as to commend any serment up secondary road into child. Care was a natural care, but cancellaged. And about 1000 yards forther east on river sero four smaller cares also situated on north back of river. There were no signs of activity in area with exception of cascullage around cases. Not reported to a. .... J. His S. GADATAN FALLST, 10/10 from dock to 10,000 ft. in places to 20,000 ft. with rain.

N. Cablain, 1/10 at 200 to NGC ft. extremes.

Just morth of about ever ocean it is raining.

Salaratio Min., 10/10 from 4000 to 10,000 ft. Camains missions elocide building up over entire area. %. Wells and Eyeroft. le Hile

OPERATIONAL PRIDRITY SECRET

#### 110th Tactical Recornal Scance Squadron 71st Recornal sense Group APO 70

2 July 1945

TO: A-2, SO9th Bomb Wing, G-S Air, Fourteenth Corps.

FINAL MISSION REPORT

- A. 188-D-13, Sq Mission Rg. 455, 2 July 1945, 110th Tac Ron Sq. 71st Ron Gp, two P-51's.
- B. VR for BURNY.
- G. TO 0720/1 TOT 0600-0945/1 TL 1025/1 Altitude minimum.
- D. Mission completed.
- E. thru H. Hil.
- I. Route: Direct.

In mouth of river at 18 deg 23 min 8-122 deg 02 min E 1s one apparently serviceable berge with six or eight oil drams. Barge partially camouflesed over one end. Under overhanging branches of river mouth there appeared to be a second berge.

Hil sighting on EURNY directed resco of GATTARAN end APAREN.

- J. CAGAYAN VALLEY-GAMU-LAL-LO: Solid overeast between 50 ft and 1200 ft. BAGUID eren: 6/10 sovered from mountain tops to 9000 ft. with some rain.
- K. Pilots: Johnson, Lewis.
- L. N11.

OPERATIONAL PERSONST SECRET

# OPERATIONAL PRIORITY SECRET

#### 1100H TAOTICAL HADDLAISEAGE SAUABROF 71st Recommisseage Group APO 70

2 July 1945

TO: A-2, 309th Homb Wing, G-S Air, Fourteenth Corps.

## FIEAL MISSION REPORT

- A. 183-D-14, Sq Mission No. 434, 2 July 1945, 110th Tac Hen Sq, 71st Ron Sp, two P-51's.
- B. VR for Blity.
- 0. TO 0915/1 TOT 0945-1145/1 TL 1215/1 Altitude minimum.
- D. Mission completed.
- E. thru H. Hil.
- I. Route: Direct.

Upper DUMANE RIVER area (18 deg 08 min N--121 deg 55 min E) shows network of toot and cart treils. Pilot's impression that area was suspicious but no sightings obtained on intensive recoo due to dense tree cover.

- J. GAGAYAR VALLEY: 3/10 at 2500 ft., South and Southeast valley closed in solid.
  4/10 over Western mountains at 7000 ft.
- K. Pilote: Kauffmen, Farrell.
- L. H11.

OPERATIONAL PRICETY SECRET

## OPERATIONAL PEROPITY SECRET

110TH TACTICAL PECHNEALSCARGE SCHADRON 71st Recommended Group APR 70

2 July 1945

TO: A-2, SO9th Bomb Wing, G-3 Air, Fourteenth Corps.

## FIRAL MINGION REPORT

- A. 163-D-15, Sq Mission No. 435, 2 July 1945, 110th Tac Ron Sq, 71st Ren Gp, two F-6's.
- B. VR for BUREY.
- c. To 1130/1 TOT 1210-1400/1 TL 1430/1 Altitude minimum.
- D. Mission completed.
- E. thru H. Mil.
- 1. Moute: Direct.
  At 18 deg 52 min N-182 deg 11 min E pulled up on beach was an empty Rip burge about 30 X 15 ft.
  At approximately 18 deg 27 min N-182 deg 12 min E about three or four caribac pulling sledges with an unidentified load attended by one civilian-dropped man.

At 18 deg 26 min N--129 deg 11 min was a small settlement of about 100 nipa-type buildings. There were a number of civilian-dressed men, women, and shildren around a pole in the South and of the village.

At approximately 18 deg 27 min R--122 deg 12 min B on the South bank of a small stream were two treaches about two miles long, one behind the other. There were no apparent signs of activity in the area.

At 16 deg 04 min N--121 deg 54 min R on bank of DUMBUR MIVER were about 12 derk-skinned civilian dressed men apparently building a ford across the river.

- J. North GAGAYAN: 4/10 scattered at 2500 ft. to 3000 ft., built up in places to 10,000 ft., with rain squalls along the North coast.

  South GAGAYAN: 5/10 scattered 2500 to 3000 ft. with rais squalls around Eastern edge.

  GARABALLO HYMN: 9/10 from mountain tops to 12,000 ft. and built up in places to 20,000 ft.
- K. Pilots: Ogle, Buber.
- L. Hil.

# TORRATIONAL : MORITY DECRET

110TH TACTICAL RECORDAINSANCE SCHADNOR 71st Recordingsunce Group APO 70

2 July 1945

To: 4-2, 509th Bomb Wing, G-3 Air, Fourteenth Gorps.

# FIEAL MIREION REPORT

- A. 185-D-16, Sq Mission No. 436, 2 July 1945, 116th Tee Ron Sq. 71st Ron Gp, two P-51's.
- B. VR for BURNY.
- G. TO 1340/I TOT 1415-1545/I TL 1610/I Altitude minimum.
- D. Mission sompleted.
- R. thru H. Nil.
- I. Route: Direct.

On request of BRADY made reces of foothills area between Righway &S and SIERRA MADRE MODELAIRS with mil sightings. Practically entire erea densely moded.

- J. CADATAN VALLEY: 5/10 layered at 1500 ft, 5600 and 7800 ft. Western Canaballo MTMS: 8/10 from deck to 10,600 ft. with some to 25,000 ft.
- K. Pilots: Hough, Phillips.
- L. Mil.

OPERATIONAL PRIGRITY SECRET

# OF ERAPIONAL PRIORITY SECRET

#### 110TH TAGTICAL EMBRENAISEARCE SQUADRON 71st Reconneissance Group APO 70

2 July 1945

TO: A-2, 309th Bomb Wing, 9-3 Air, Fourteenth Corps.

## FIRAL MISSION REPORT

- A. 183-D-18, Sq Mission No. 457, 2 July 1945, 110th Tas Ren Sq, 71st Ren Op, eleven P-51's. Army Mission No. (NYGONE 2-6).
- B. Air alert ENDONE.
- 0. TO 1400/I TOP 1450-1580/I TL 1800/I Altitude 5000 ft. to min.
- D. Mission completed.

22 bombs and 30 individual strafing passes on anoke marked area at 16 deg 47 min M--121 deg 55 min N with one small fire and one small white smoke explosion only observed results.

- E. thru H. Mil.
- I. Route: Direct.
- J. BAGGIO: 9/10 between 5000 and 10,000 ft. to 25,000 ft. tops and building up with rain showers in area. Target area: 5/10 between 5000 and 9000 ft.
- K. Pilots: Koykka, Voegeli, Sepp, Rule, Wells, Hannum, Boardman, Withee, Grawford, Etchison, Lewson.
- L. 22 X 500 lb. inst. demo bombs dropped on target. 5000 X .50 cal., est.

OPERATIONAL PRIDRITY SECRET

# CEUPATIONAL PRIORITY MECHET

110TH TACTICAL RECORDANCE SCHOOL PLANT RECORDS AND TO

5 July 1945

TO: A-2, 809th Bomb Wing, G-3 Air, Fourteenth Corps.

#### FIRST STREET REPORT

- A. 184-0-16 (SYGODE 3-3), Sq Mission No. 450, 110th Tes Ron Sq, 71st Rox Sp, 5 July 1945, ten F-6's.
- Air elect for BEGONS. B/S concentration of Mip troops in wooded area at 16 deg 50 min N--121 deg 06 min S just North of Highway f4.
- c. TO 1040/1 TOT 1105-1145/1 TL 1830/1 Alt. 10,000 ft. to min.
- D. Mission completed. Twenty Napalm bombs in terget area, one dud failed to explode. 40 individual strafing passes on target area with good concentration of hite, only observed results was a thir column of white smore to FO ft. from one nips but.
- E. thru H. Bil.
- Route: Direct.
   Fil other sightings not previously reported.
- J. S. CARABALLO RIMS: 9/10 from 4000 to 9000 ft. Over target: 8/10 stratus lying at 600-1200 ft.
- K. Pilots: Hassond, Rycroft, Archambeault, Goble, Snyder, Gooch, Keiser, Sapp, Upton, Phillips.
- L. 20 X 75 gal. Napalm bombs dropped on target. 6700 X .50 cal., est.

OPERATIONAL BIORITY SECRET

OF ERATIONAL FORLTY LEGRET

1107H FROTIGAL RESORDED SEADER SCHADENK 71st Recommission of Group APO 70

S July 1945

10: A-2, 309th Homb Ving, G-3 Air, Fourteenth Corps.

#### FIRST MISSION REPORT

- A. 184-0-26, Sq Rissian No. 438, 3 July 1948, 119th Tec Ren Sc, 71st Ron Op, seven P-51's.
- B. Strafe island South of AMOY at 84 deg 88 min E--118 deg 09 min E.
- C. TC 1800/I TOT 1815-1650/I TL 1815/I. Alt. 9000 ft. to min. One sechenical SMFU landed et 1509/I.
- D. Mission completed.

Two planes sade recco et sinisum sititude and atrafed a few buildings on island, reporting to alsales loader that it was not a profitable target.

- E. thru H. Nil.
- 1. Route: Direct.

Hil nightings. Two planes covered by this report flew top cover at 9000 ft.

- J. En route 4/10 summius, tops 9500 ft. CAVI on CHINA coast and target.

  Return: CAVI to LADAG, where rain storm up to 9000 ft. and extending 50 miles West.
- K. Pilots: Moland, Grawford, Lewis, Hannum, Osan, Wells, Kauffman.

4 planes landed at LAGAG due to weather and are not covered by this report.

14 I 75 gel. wing tanks jettisened.

L. Unreported.

OPERATIONAL PRICHITY SECRET

#### OF BELLYICRAL RICHTY SECRET

# 110TH TAGTICAL BAGONDAINBANGE SOUNDRON 71st Reconsissence Group

4 July 1945

To: A-S, 300th Bomb King, 0-3 Air, Vourteenth Corps.

## FILL MISSION REPORT

- 185-9-19, (KEPHER (8) 6-1), Sq Mission No. 640, 4 July 1948, 110th Res Ron D., 71st Ron Gp, twelve F-6's.
- Air elert for Money.
- TO 0845/I TOT 0945-1115/1 TL 1145/I Alt. 10,000 ft. to min. 5 F-6's TO 6880/I TL 0845/I.
- D. Mission incomplete.
- R. thru H. Mil.
- I. Route: Base--B. G. B.J--CERVANTES-- NOUTS ARAC--APPARI -- Base.

Persed under trees beside road at approximately 894.0-- 2028.6 were two tracks of U/K serviceability. About 200 yards East on North side of road was nipe-type leasto covering boxes.

- J. W. CARABALLO'S: 6/10 to 8/10 from foothills to 10/10 over mountains, canalo misbas to 15,000 ft1, 4/10 to 6/10 to 8000 ft. with dervattes valley open. 4/10 soud over mindayer may at 4500 ft. Cacayer valley: Thin layer 4/10 at 6500-7500 ft., second layer over foothills 8/10 between 800 and 2500 ft. Tydydodarad: 5/10 between 1500 and 4000 ft. Believe Klamdan eres will open later.
- K. Five F-6's sirborne at 0830/I but ADMLUN savised flight to Buckshot as mission and camcelled so these five jettisoned bombs in ocean and landed at 0855/I. On telephoned order from Group, remaining seven planes took off for EYGONE but weather closed target, couldn't get radio contact with MAPHER, BURNT, or MADON. Contact finelly established with BURNT who sent flight to BYO HE where radio contact was so poor it was not possible to make attack so planes jettisoned bombs in ocean and returned to base.
- 24 X 75 gallon wing tanks expended. JOHNSON, BOARDAN, STRAIT, FARRELL, MITHER, GOBLE, VOECKLI, RYCHOFT, PRITTS, KALFAR, ARCHAMBRAULT, PHILLIPS. 24 X 75 gel. MAPALM bombs jettisoned in bay.

#### QUARATIONAL PRIORITY SAGRAT

110TH TOTICAL RECORNAL SANCE STORMS
71st Recorneissence Group

4 July 1945

TO: A-2, 308th Bomb Wing, G-3 Air, Fourteenth Jorps.

AMERICANT TO FINAL MISSION REPORT DO. 184-0-28

Add following to indicated puragraphs:

- 3. 4 plenes landed at LAGAS 021830/1. TO 041118/1 TL (Contee) 041830/1.
- D. 4 individual strafing passes on approximately 15 fifty ft. wooden boats pulled up on beach on SN section of island with no observed results.
- Seven wooden boots varying from 50 to 50 ft. in length travelling west from island towards mainland but had only graw of 2 and were loaded with fishing goar.

Only personnel sighted on island were three civilien dressed individuals in small village apposite beached bosts.

Mil sighting of any military personnel, installations, tremohes, bivouss or barracks area.

This amendment covers interrogation of four plenes ROW at LAGAG due to weather.

OF BRATICKAL PRICELTY BESTROT

S ERATIONAL PRICETTY EZORBY

110Th Tabridal Radonkal Stand Sanabnow 71st Reconnelssance Group

8 July 1948

EFZ, SK -9, ED-47

A HAG

TO: A-2, SO9th Bomb Wing, G-3 Air, Fourteenth Corps.

FINAL MISTLUM REPORT

- A. 186-D-31, Sq Mission No 441, 110th Fac Ron Sc, 71st Ran Gp, 5 July 1945, two F-6's.
- B. WE for MARKY. Unable to make redio contact with MARKY.
- G. TO 0745/1 TOT 0800-0930/1 TL 1085/1 Alt. 11,000 ft. to min.
- D. Mission completed.
- B. through H. Mil.
- I. Houte: Direct.

No other mightings not previously reported.

J. WX: N. CARRYAN, 1/10 sesttered at 1500 ft.

Central CARABALLO MTG., 4/10 to 5/10 from 8000 to 9000 ft.

- E. Capt. Johnson & Lt. Gooch.
- L. H11.

OF ERAFIONAL PRODUCTY SECRET

# OF BRATIONAL RIGHTY CECHET

1100H TAGTIGAS RECORDADA MARION MARINE 71st Recordate same Group

E July 1945

EF., E-9, FD-47

V BYC

10: A-2, South Bomb ing, 3-3 Air, Fourteenth Jerps.

FIRST SI TON REPORT

- 7. 186-8-26, 39 Mission No 442, 116th Tac Ron 39, What Hen Gp, 8 321y 1848, 11 5-6's.
- E. Army Mission FM ADE (b) 5-2. Air elect for FM ADE changed on order of Bomb ling to Wights. Bomb and strafed hip troop concentration in wooded area on mp Ref. 3461-3, at approx. 587.5-2023.5
- c. To 0915/1 TOW 0945-1050/1 % 1100/1 /1t. 9000 ft. to min.
- 21 bombs on target area. One bomb hung us and was dropped in this vis walf under direction of a mand. Two individual strafing pusses in target area. There were no observed results and to nearly follage and tree cover.
- B. through H. Hil.
- I. Route: Direct. No observed recults not previously reported.
- J. CARRELLO RAIGE, 9/10 from mountain tops to 7500 5 8500 ft.
- K. Folend, Upton, Evens, Helmum, Connors, Snyder, Koykka, Lawson, Brugel, Streit & Sapp.
- 1. RE X 500 1b. bombs. 400 X .50 cal., est.

G ERATIONAL PRIORITY SECRET

# MENITORAL PRICEITY REGRET

## 1107 Lorio L RECERTIFICATION OF GADRIN Vist Reconneissance Group APO 70

5 July 1945

TO: A-E, 309th Boab Wing, G-S Air, Fourteenth Corps

## FIRAL MISSION REPORT

- A. 186-D-22, Sq Mission No. 445, b July 1965, lloth Pec Ron Sq. 71st Ren Sp, two F-5's.
- B. VR for BURRY.
- c. TO 0930/1 TOT 1000/-1200/1 TL 1245/1 Alt. ml imem.
- D. Mission complete.
- M. thru G. Mil.
- H. Obliques of beabox raft in Base of Bivin at 18 day 04 min H-- 121 day 57 min B at 1100/1.

Obliques of village at 18 day 21 alm b--122 day 11 ain E at 1115/1.

- Route direct.
   hil other sightings not previously reported.
- F. CARABILIS WINE: 4/10 from an intein tops to 11,000 ft.
- K. Pilota: Haber, Ogle.
  Unable to establish radio evataet with BUTMY.
  L. Eil.

se pale

OPERATI BAL PRICHTLY SECRET

THIS PAGE IS UNCLASSIFIED O ERALI OF AL LEIGHT TOTAL 110TH POTTION RESERVED TO THE ON PROTECTION OF THE PROTECTION OF T 5 July 1945 MFZ, SX-9, FD-47 70; 4-8, 200th Boat ing, 0-3 ir, Fourteenth Corps. IIK I DI SION REPORT 186-0-23, % discion to 444, 110th Tao Ron 7, 71st Ron Op, 5 July 1945, two 7-51's. TH for MANY. 0. TO 1180/1 207 1160-1345/1 TL 1415/1 Alt. minimum. D. Mission e mpleted. .. turough H. Mil. I. Route: Diroct. hil radio output with They or avenue. bil sightings. J. Dat an reported in 186-0-22. K. Etanison & Moreland. L. Mil.

THIS PAGE IS UNCLASSIFIED OF RESTOR L PRICETT SCRAT 110TH THREE PROTER INCLES & HADRIE 71st Regista issues Group 5 July 1945 A RAD ar, 14-9, FD-47 13: -3, South Sout ing. 0-7 ir, Fourteenth Corps. 186-0-84, 30 Mission Fo 448, 110th The Ban Se, Wist Rea dp, 5 July 1945, two 7-6's. VA for MULEL. c. To 1850/1 TOT 1410-1810/1 TL 1880/1 Alt. 500 Pt. to min. Mission completed. through d. Fil. I. Route: Direct. -pprox. location 18 deg 08 as h-121 deg 68 min 2 was newly o natrioted nips type but on high stills. Under house was what appeared to be front end of venicle, with headlights and radiator grill exposed. Daly visible trail was from direct but this did not seem passable for any venicle. Hil sightings in East & lost slopes of limits warm off. J. Mit Canarak Valley, 8/10 cumulus at 8000 ft. IRRA LABRE 270., 9/10 between 5000 & 8000 ft. Pacific coast, U.VV. 3. dama 10 MT., 8/10 batween 5000 & 10,000 ft. K. Tells & sillips. L. Bil.

THIS PAGE IS UNCLASSIFIED Vist Resonantesass Group & cally links . -9, . -1 Not 1-8, 307th Boab ing, G-S Alr. Fourteenth Corps. 187-7-83, to disside to 480, 110th Too Ren . Vist Ren Gp. BEPHIR (5) 6-7, 8 July 1965, 11 3-81's. Alr slore . 5. 80 09 0/1 677 0586-1870/1 11 1880/1 1t. misicum. Hied in completed.

Under direction of the Combination of the Combinat %. Through H. 111. Enter Ofres. 1. 10/10 over cost. Target area, Tar, 18,000 ft. benef solid overgast. A. Johnson, Meiser, Capp, Lowis, Evens, Henrin, Consors, Sough, Toegell, Ossle and Casper. 1. SS X 75 gallon wing tenns expected. BE 1 75 gallon mapsim bombs. 150 % .80 osl.

THIS PAGE IS UNCLASSIFIED That recommission or Grap 9 July 1942 1.0 -9, 10-69 V AVG 10: 100, BOTTLE Tomb ing, G-2 Ar, Fourteenth Corps. 188-3-23, 4 Mission No 647, 110th Tee Feb c, 71ct Ram Op. 7 July 1945, 18 S-6\*s. S. FRY Mission No. M. T. (5) 9-C. ir slars for the sec. Dombed and strated billbox and troop condentration at 16 deg bl min F-120 dog 48 min F just south of my 4. TO 0000/1 TOT 0045-1100/1 Th 1170/1 (1t. 11,000 ft. to mim. AR bonds fell in target area, too bonds ming up one falling north of friendly troops behind line, and one fell in our lines. Ground station reported no decade to friendly forces. results was an explosion with fire and black stake in a sound gum position and numerous small fires. There was no further fire from 80 of jum position after explosion. D. burouss f. Dil. Tensecurate, meell arms to sedies 4/1, from torget are at minimum alcitude. 3 % some gun positions in torget area plus .80 mel. gan positions. H. Bil. Route: Direct. I. to 7000 rs. 1200-YEM GULT, 6/10 to 8/10 from 8000 to 7000 rs. Snyder, Eyeroft, Kenffmen, Franc, ithee, Moreland, Strait, Sept, Johnson, Granford, Levis and Faillips. L. 34 I 500 lb. deman bombs tone. 1400 % . SO cal. ent.

THIS PAGE IS UNCLASSIFIED A PERFECT PRIMERY SECRET 110TH TRUTTON HADDENALWH FOR W MARRON 71st Resonnelessies Group 9 July 1945 512, X-9, 13-47 To: 2-2, 200th South ing, G-3 Alr, Fourteenth Corps. 190-1-10, (5) 9-1, 4 Mission No 449, 110th 760 Ren ... b. Ground slert for Nov. b. G. TO 0970/1 TOT 1030-1100/1 TO 1140/1 Alt. 10,000 FE. to min. D. Wission completed. while cloft over to find how. 17 boats were jettished safe and may from all shipping. Then a made ordered flight to proceed to safe. attacked make marked wooded tree 10,000 yards he of 18/10 (19 deg do min F-12) deg 44 min E). 7 remaining bombs direct hits in target area and 41 individual structing passes used in turget area with no observed results. 1. through H. Fil. Route - Sese - A 2 VASSANDO - SAMAND - 1350 - return direct. i. Is reported on 190-0-07. L. Hansond, Hydroft, Hannum Goble, Hubor, Moreland, Mrugel, Streit, Roland, Roykke, Fells and Evans. 1. 7% 500 lb. inst. demos on target 17 a 500 lb. inst. denos jettisomed at sec. 8200 % .80 osl., est.

DERRATIONAL PROINITY SECRET

110 TH TATTICAL RESERVATE ACT TABRON THE RECORDER SERVE Group

9 July 1045

E70, 72-9, 70-49 V AVC

TO: 42, 309th Bomb ing. 3-3 Fir, Fourteenth Joros.

JALL EL LOK ENDRE

- \* 190-0-87, % Mission No 449, 110th Fee Hon No, Flat Ron Cp, 9 July 1645, two Red's.
- B. TR 4.
- G. 20 0800/1 TOT 0980-100/1 % 1145/1 %1t. 12,000 ft. to min.
- D. Missior completed.
- E. through H. bil.
- 1. Route: Direct.

All foot paths on the hell's landon appeared well used, especially on Galayan 1820.

At COUGHE I LAND (10 deg to mis N-121 deg 51 min E) tied against bent under follage was regular size at man empsy life-boat printed gray.

- J. Bardyan In Abo 7/10 to 8/10 from look to 2000 ft.
  Two western islands, 0.70.

  CARAMALLO RANGE 5/5 to 6/10 from mountain tops to 9500 ft.

  GAG. TAB VILLAY, 0.777.

  Borth of LINGLYER OTLE, 2/10 from 4000 to 5000 ft.
- &. Houga and Ogle.
- L. h11

What I beat Foldsin Shing

TANTICAL RECURSAL SERVICE STADE & TELEPROPERTY TO THE TELEPROPERTY

8 2773 1840

TO: A-2, NOVER Sout Wire, G-5 Air, Pourt enth Jorps

PRESENTATION OF SPECIAL

- A. 196-1-16, 8q Massian Ro. 680, 9 July 1965, 110th rec san sq. 91st Res Sp, two F-8's.
- B. Special photo reaso to Edlaleco.
- 0. TO 1800/1 TI 1940/1
- D. Wission incomplete due to meather.
- E. tara H. Mil.
- I. Route direct.
- J. Fin Canadalli office: 10/10 from mountain tops to 11,000 ft and building up.

  Gentral and Forthern ranges: 10/10 from mountain tops to 20,000 ft. and building up.

  West foothills of c. demandation office Rain showers, 10/10 from 4000 to 7000 ft.
- K. Plists: Jourson, Kauffman. For at area was alread in completely.
- L. Bil.

OF BRUTT WELL PRIDRITY SECRET

OF SKATIONAL PROIRITY REGREE

110rs Traffical Radonal sands o Differ 91st Reconsissance Group

11 July 1945

EFE, X-9, 80-47 V EVC

TO: A-2, COPTA Bomb inc., Q-3 /ir, Fourteenta Corps.

libal Mis lot 'Esport

- 192-0-22, Wission No 481, 110th fac Ron Cq, 71st Ron Gp, 11 July 1948, 12 P-51's, DEPERS 11-1.
- B. draund alert for hand .
- O. TO 1070/1 TOT 1116-1270/1 TL 1390/1 ANT, 7000 ft. to mix.
  One recordical The FU landed at 1055/1.
- D. Mission completed. On order of AMRON reported to DOODLEGUE and The art attacked smoke marked wooded area at 14 deg 47 min N-121 deg 5b min E.
  - el bombs in target area with only observed result a solumn of white make to 2000 ft. One bomb rafused to release and was jettimoned in LAMON RAY. Three individual strafing pages during bombing runs with no observed results.
- He through H. 111.
- I. Soute: Direct.
- J. CC: Central plains 4/10 between 5500 ft. to 5600 ft. and building up. Target, light sentured from 4000 ft. to 8600 ft.
- K. Hennum, Phillips, Vocacli, Evans, Lowis, Moreland, Archambeault Mrugal, Holand, Camper, Tells, Farrell, SERGE
- 1. 21 x 500 lb. .025 delay in target. 3 x 500 lb. .025 delay jettisoned.

550 X .50 cal.

THIS PAGE IS UNCLASSIFIED Plet moderniseenes Group 11 out; 1940 BFI, I-9, 11-47 To: A-8, 30Sta Domb Ming, C-8 ir, Fourteenta Corps. 19:2-0-34, No Missian Do 452, Bloth The Ron D , Yast Ren Op, 11 July 1948, 180 7-6's. MIT Horps Pusto Mission & 10. TO 1000/1 POW 1050-1140/1 IL 1900/1 . It. Millers. mission completed. through 0. Fil. Obliques between 1000 and 1140 ITH or May 4 between 18 deg of min N-121 deg 01 min E end 18 deg 40 min E-121 deg 31 min E. 1. Route: Direct. all ridge and sountain tops in trees adjacent to 16 deg 50 min trial deg 61 min 2 have long trench systems. To occupancy, guns or estivity observed. J. DB route: Ballio 5/10 to 9000 fc. Facto arm: subove but with for softwared rain squalls. E. Oglo and top. L. Lil.

OPER TIONAL PRIORITY ECRET

110m Tadrida Ard Misters Croup

71st Second Searce Group

AP. 70

18 July 1945

TO: A-2, 209th Boab ling, G-3 Air, Prortcoath Corps

FINAL MINISTER MODELLE

- A. 193-0-23, Og Mission No. 462, 18 July 1946, 110to Two Ron eq. 71st Con Sp. two F-6's.
- B. Th Fe.
- 0. TO 0800/1 TOT 0806-1005/1 TL 1115/1 Albitude sinimum.
- D. Mirsion completel.
- E. thru H. Hil.
- I. Houte: Diracs.

Lire boot a side down on bank of stream at 19 deg 20 min A-121 deg 51 min & dahahar I wall moved to danied? I have
at 18 deg 50 min E--121 deg 51 min & where it is becomed.
he outlivity observed in area of new location.

- J. West const GAVU. MANUFAN INC. NO., 6/10-5/10 between 6000 and 9000 ft. With Softward rall showers.
- E. Filots: Nough, Ocle.
- L. Bil.

OPERATIONAL PRIORITY SERVER

## OPERATIONAL PRIDRITY SECRET

# 110TH TACTICAL RECORMANDED BOTADROE Vist Recommanded Group APO 70

12 July 1945

To: A-8, 309th Bomb Wing, G-3 Air, Fourteenth Sorps.

#### PINAL MISSION REPORT

- A. 193-D-25 (NEPRE 12-2), Sq Mission No. 484, 110th Tac Ren Sq. 71st Ron Gp, 12 July 1945, cleven F-6's.
- B. Air slert for REFERM. Pillboxes and troop concentration area at 16 deg 50 min R--120 deg 40 min R.
- G. TO 0930/1 TOT 1000-1080/1 TL 1055/1 Alt. 11,000 fc. to mis.
- Mission completed. 14 bombs in target area with 10 direct nits on pillboxes. 4 bombs were jettisoned safe in bay due to malfanction. 6 bombs hang up, 2 fell short of target to the Northwest falling within 50 yards of our troops but S.A.P. reported no damage to our lines, and one bomb fell long approximately 100 yards past target area. The other she fell in mountains to West away from all friendly installations. S.A.P. reported results as excellent, and target area completely neutralized.
- E. thru H. Mil.
- 1. Route direct. Wil other sightings not previously reported.
- J. CAVU, on route, over target, and return.
- X. Pilots: Hammond, Gooch, Strait, Sapp, Hannum, Evens, Etchison, Johnson, Lawson, Wells, Commors.
- L. 22 % 500 lb. inst demo bombs dropped on target.

OPERATIONAL PROPRITY SECRET

OF ENATIONAL PROINITY SECRET

71st Recommisseese Group

13 July 1946

MF2, SE-9, FD-67 V NVG

70: -2, 809th somb ing, 0-3 Air, Fourteenth Corps.

FIRST MIS TOR REPORT

- 71st Hon Op, 18 July 1945, eight F-6's.
- E. Air plort for TROUGY. Target was an enony troop concentration at 10 deg 38 min M-181 deg 30 min H.
- C. TO 0848/1 TOY 0970-1009/1 TL 1048/1 Alt. 8000 ft. to air.
- D. Mission complete. 15 books in target area, one book mang up and rell six miles north of target area away from friendly troops. I individual strafing passes in target area. There were no observed results due to neavy tree cover.
- W. through H. Mil.
- I. Rouse: Direct. Es other sightings not previously reported.
- J. Mis Area north of MANILA 4/10 from 8000 to 8800 ft. Terget eren 3/10 from mountain to s to 7000 ft.
- C. Inyder, Cobie, Reaffman, Mayaka, Maland, Mragel, Muber and Mysraft.
- L. 16 % 500 lb. dema books inst. fused. 500 % .50 csl., est.

OF ERATIONAL PROTECT SECRET

# OF ERAPIONAL PROIRITY RECENT

119TH TACTICAL RESIDENCE OF SACRET PLANTS FOR THE PROPERTY OF THE PROPERTY OF

14 July 1948

KF

A EAG

To: A-2, 300th Boab Wing.

FARAL MISSIAN REPORT

- A. 195-D-40, Eq Mission No 456, 110th Tag Ren Da, 71st Ren Op, 14 July 1945, four F-6's.
- s. Cover Playmens 8 and Judhol 27, Realy of Teland.
- 7:0 F-6'S TO 0045/1 TOT 1140/1-1840/1 TL 1435/1 The F-6'S TO 0945/1 TOT 1140/1-1350/1 TL 1550/1 Slt. 10,000 ft. to 6000 ft.

Made contact with FLATELTE G & JUNESON BY cast of GIREARI (25 deg 50 min E-121 deg 40 min E) attheso/1 and steyed with them to 21 deg 50 min E-121 deg 60 min E antil 1830/1.

our saip orbitted east of K ALYOU 151289 from 1148/1 to 1216/1 but did not make contact until they recoked SIRASEI.

- D. Mission completed.
- E. Sarouga H. Bil.
- 1. Route: Diract.
- J. BA: Entire route including southern FORMUSA, GAVO.
- A. it. Engder and it. Evens, is first a F-5's, were unable to make sometest with eighber 1. You're & or JURNEST Wy, and were forced to turn back due to fuel system melfunction.
- L. Ell.

OF SHATI OF AL PROTRITY SECRET

#### O ZR TIONAL PRIDRITY SEARES

110TH TAUTION RECORDS TO TAUTHOUSE PLANTS PLANTS OF TO TO

14 July 1945

E75, 32-9, FD-47 V EYO

To: 4-2, Softa Book ling, 9-5 sir, Fourteeath Corps.

THAL MINIOR ASPORT

- 14 July 1940, eight F-6's, TROTHY 16-5.
- B. Air elect for TROPAY, bomb and strafe Hip concentration in woodes area at 1534-1815.7 at bridge crossing.
- C. TO 1040/1 TOT 1188-1245/1 WE 1880/1 Alt. 11,000 ft. to mis.
- D. 16 bombs and be individual strating passes in target area.
  So observed results due to heavy tree cover. S.A.F. reported
  bomb and strating as excellent, resulting in complete neutralinstitut of targets.
- E. through H. Nil.
- 1. Houte: Direct. Bo other sightings not previously reported.
- 2. 1%: Target area 6/10 from 6000-10600 ft. Valley north of HARLA, 4/10 from 2000-2800 ft.
- A. Johnson, Levie, Hannum, Conners, Rale, Etchison, Morelend and Rycroft.
- L. 16 K 500 1b. decam bombs .025 sec. delay. 7000 K .50 cal.

OF BRATIONAL PRIORITY SECRET

THIS PAGE IS UNCLASSIFIED O PROTECTED PRODUCT 110th Tarrest Radded I - BOS Vist Reconstituence Group 10 July 1940 . Lag, E-49 To: -2, Footh Bomb ing. A. 198-D-18, To Mission No 459, 110th Too Bon To, Fist Rom Op, 15 July 1945, eight N-6's, TROPHY 15-1. ir shert for The TV, enemy concentration in wooded eres at 10 deg do min 50 sec 1. TO 0810/1 TOT 0920-6950/1 TI 1040/1 /1t. 6000 ft. to min. Mission completed. 16 bombs in terest cres and 1 individuel strafing pass. There were no observed results due to neavy tree cover. .... reported excellent results and good through E. Fil. Houte: lirect. he other sightings not previously reported. Target area, 9/10 from mountain tage to 10,000 ft. E. Mouga, hotsell, Keuffast, Toyaka, itheo, lekes, Keiser and 1. 16 X DOO 10. demo bombs inst. fused 800 % .50 cal. OPERATIONAL PROPRIET SECURE

OPERATION I. PROTRICT SECURIT

116TH TASTICAL RECORNALS LOS CLARGE VISC RECORNALS GROUP

15 July 1945

EVE. 15-0, F0-47 2VE

TO: A-S, TOPTH Road Ting, G-3 ar, Fourteenth Corps.

NIMAL STATES REPORT

- 2. 195-D-27, Sq Mission so 460, 110th Tac Ron Sq, 71et Ron Gp. 10 July 1945, eight 9-6's, Thomay 15-2.
- B. Air slore for TROPHY, hip concentration in wooded area just north of ADD MITTER at 14 deg 48 min E-121 deg 36 min E.
- c. TO 0900/1 TOT 0948-1018/1 TL 1085/1 11t. 8000 ft. to mis.
- D. Mission completed. 16 bombs is target area and 3% individual atrading passes of target area. Only observed results was a possible accordary explosion from a bomb bit with a flash areas flash to the secondary explosion from a bomb bit with a flash areas flash to 75 feet and blook scale. No further results were observed due to heavy tree observed.
- n. through H. Nil.
- 1. Roster Direct. No other sightings not previously reported.
- J. W. and as reported in 196-0-26.
- K. Hammond, Bloustein, Hamman, Evens, Deen, Clayton, Frenie and Kamper.
- 1. 16 X 500 15. down bombs inst. fassi. 7400 X .50 cml.

OPERATION L PROPERTY SECRET

71st Heromeissance Group

15 July 1945

EFE, 101-9, FE-47 EV

To: A-2, 309th Bomb Wing, G-3 Air, Fourteenth Corps.

FIRST STORIOS REPORT

- 4. 198-2-27, Sq Mission to 480, 110th Tac Ron Sc, 71st Ren Op, 15 July 1945, eight F-5's, TREENT 15-2.
- B. Air slert for TANNAY, hip concentration in assaid area just north of the MIVER at 14 deg 42 min 5-181 deg 34 min 2.
- 0. TO 0900/1 TOT 0945-1015/1 TL 1008/1 11t. 8000 ft. to min.
- D. Sission completed. 16 bombs in termet area and 30 individual atraficg passes of termet area. Only observed results was a possible accordary explosion from a bomb hit with a final arange flame to 75 feet and blook make. No further results were observed due to heavy true cover.
- A. through H. Bil.
- 1. House: Direct. No other sightings not previously reported.
- J. VA: Page as reported in 196-0-26.
- i. Hermond, Blaustein, Herman, Evans, Deen, Clayton, Frenie and Hasper.
- 16 % 500 lb. doom bombs inst. fised. 9400 % .50 csl.

THIS BACK IS HACT ASSISTED

# O BRATIONAL PROIRTTY BURET

110Th FACTION RECONTAINCE ACT SAME PROPERTY OF THE RECONNECTION OF THE PROPERTY OF THE PROPERT

15 July 1948

37%, 12-9, FD-47

V NAD

TO: A-2, 509th Bomb Bing, G-3 Air, Fourteenth Corps.

#### FINAL MISSION HEFORT

- A. 195-D-41, Sq Mission No 452, 110th Tac Ren Sc, Vist Ren Gp, 16 July 1945, two F-6's.
- B. Special Photo Mission.
- 0. TO 1830/I TOT 1400-1450/I Th 1515/I alt. 10,000 ft. to min.
- D. Mission completed. 18 individual strafing passes at camouflage hip trues along both sides of May 11 from 862-2031 to approx. 864.6-2034.5 on map ref. 3361-3, resulted in good concentration of hits and smoke from 3 trucks, further results anobserved due to assoutlage. Results reported to 3.4...
- E. through G. Nil.
- H. Obliques taken at 1430/1 of truck and woods vicinity of 16 dag b0 min b-100 dag 40 min B, of trucks and road vicinity of 16 dag 48 min B-120 dag 49 min 30 sec E and of strike on hip truck at 16 dag 47 min 30 sec B-180 dag 49 min E.
- 1. Route: Direct. On map ref. 3261-3 at approx. 862.5-2033.1
  was apperently serviceable Jap light and surrounding road
  and brolls were neavily marked by venicular tracks.
  Secondary road from May 11 north along east side of ACRO
  HIVER to point 863.6-2037 map ref. 2261-3, where reconnaiseance
  anded showed neavy vehicular track signs. Small hill just
  east of MCRO RIVER at point 863.6-2037 contained possible
  gun position, revenuent was approx. 5 X 8 ft.
- J. A: As reported in mission no. 196-0-40.
- K. Strait and Goble.
- L. 2200 X .50 cal.

# OF ERATIONAL PRIORITY SECRET

71st Reconnaissance Group

BFZ, 0X-9, FD-47

V EVD 15 July 1945

70: A-2, SOPth Some ing. G-3 Air, Fourteesth Corps.

# FIRST MISSION REPORT

- A. 196-D-42, Sq Mission Ro 463, 110th Tao Ren Sq, 71st Ren Op, 15 July 1945, two F-6's.
- B Special Photo Mission.
- 0. TO 1305/1 TOT 1540-1420/1 TL 1505/1 Alt. 8000 ft. to Min.
- D. Mission completed.
- E. through G. Mil.
- m. Obliques at 1400/1 at 17 deg 02 min f-121 deg 00 min E.
- I. Route: Direct.
- J. WK: Hame so reported on 186-D-40.
- K. Opton and Boardman.
- Le Mil.

## OPERATIONAL PRICEITY SECRET

110rd Tagrical Regonal PARCE SQUADRON 71st Recommissance Group APO 70

16 July 1945

TO: A-2, 309th Bomb Wing, G-5 Air, Fourteenth Corps

## FIRAL MISSION REPORT

- A. 197-D-26 (BURET 16-4), Sq Mission No. 464, 110th Tee Ron Sq, 71st Ron Sp, 16 July 1945, eight P-51's.
- B. Air slert for BURNY (16-4). ASHLUN called flight end told them to go to MONIAR but MONIAR was weathered in. Flight obtained target from MEPHES and bombed and strated enemy pillboxes at 16 deg 51 min N--120 deg 50 min E.
- G. TO 1048/1 TOT 1118-1215/1 TL 1240/1 Alt. 11,000 ft. to min.
- D. Wission completed. 16 bombs and 39 individual strafing passes in target area resulting in a thin column of white make from one of the pillboxes. Good concentration of hits were secured in target area, but further sightings were obscured due to tree cover.
- E. thru H. Mil.
- I. Route direct.

Pilots spotted what appeared to be one pillbox and two caves in target area with probable additional installations under trees.

- J. S. CARABALLO: Built up in layers, one at 7000 ft and another at 12,000 ft. building up.
  LIEGAYER GULF: 2/10 cover at 3000 to 3500 ft.
  Weather appeared to be moving SV from CERVANTES area.
- K. Pilets: Snyder, Taylor, Vegeli, Hepp, Holand, Mulcaky, Etchison, Mrugal.
- L. 18 X 500 lb. inst. demo bombs dropped on target. 6400 X .50 cal.

OPERATIONAL PRICHITY SECRET

D-SAMEDEAL PRODUCTY SECRET

1107H PACTICAL HOUSENALS ABON TO ADDOR 91st Recommissioned Group 20 70

18 July 1845

RFM. HA-9, SB-47 7 EVG

TO: A-8, 209th Somb ing, 0-3 Air, Fourteenth Corps.

Final of Glob mercal

- 4. 199-3-84, Sq Mission No 665, 110th Tea Ron 56, 71st Ron 5p, 18 July 1945, two V-6's.
- B. VH . d.
- . TO 0605/1 TOT 0845-1816/1 TA 1100/1 11. minimum.
- D. Mission 750 complete due to weather. Calayan Inland & B. Wit is 1915 to wore both sloped in by weather.
- R. through H. Bil.
- 1. Space: Direct.

  An one southern pert of DOLDFIG found and along one east coast area a master of dag-in tunnels and gas positions commanding northest & southwest approaches. Reli camp fire was observed on rost end of PUDA I LAND but was put out upon approach of planes. So further activity was observed due to the cover.
- J. A: MASSAM I MADD built up in thin layers from 3000 ft.

  approx. 4/10 covered with rein.squells on northern and
  eastern islands. CARANAR VALLEY contiered cumulas 5/10
  covered at 1000 ft. CARANARIO RANGE has 6/10 cover at deck
  and built up in layers.
- K. Ogle and Clayton.
- L. Bil.

#### OPERATIONAL PRIORITY SECRET

71st Recornaissance Group

18 July 1945

TO: A-2, 309th Bomb ling, G-3 Air, Fourteenth Corps.

#### FINAL MISSION REPORT

- A. 199-D-21 (BYGORE 18-4), Squadron Mission No. 466, 18 July 1946, 110th Tae Ron Sq. 71st Ron Sp. eight F-6's.
- B. Air slert for BYG MR. BYGORE was westnered in so flight obtained terget from BUNNY. Terget was enough troop concentration in wooded erea at 17 deg 48 min B--121 deg 51 min E.
- C. TO 1025/1 TOT 1120-1220/1 TL 1305/1 Alt. 4000 ft. to min.
- D. Mission completed. 16 bambs in target area with no observed results due to neavy tree cover.
- E. tara H. Mil.
- I. Route direct. Hil other signting not previously reported.
- J. Torget and S. CAGAYAR VALLEY: 5/10 cover at 2000-2000 ft. S. CARABALLO MINS: 9/10 cover, mountain tops to 13,000 ft.
- K. Pilots: Harrum, Oskes, Voegeli, Connors, Rule, Mulcany, Kaiser, Taylor.

One of our planes was hit in the left wing, holing left gas tenk, from fragment of its own bomb.

L. 16 X 500 lb. inst. demo bombs dropped on terget.

OPERATIONAL PRIORITY SECRET

lists Toffice RECO A 1 1848 8 7 DROS 1st Reco neissance Group APO 70

20 July 1945

To: e.E. fosts come ing. u-s air, fourteenth Corps. a-r, Plat Recommence ing

## FIRST WOUND IN ORT

- A. 201-0-78, Sq mission No. 407, 110th Two Reb Sq, Wlat Reb Sp, 10 July 1965, two F-6's.
- 2. Pasto request 25.
- 5. TO 0900 1 TOT 0916 1000/T TH 1100/T Alt. 10,000 Ft. to min.
- D. Mission completed.
- R. bara G. Bil.
- A. Verticels and obliques of Signesy all at 37 (96 (16 deg 40 min h -- 120 deg 49 min K) between UFLB-1000 Item.
- l. moute direct.

Unidentified setallic objects in descoulinged revetment, 50 ft. diameter, located at 37 90 near south of tu nel.

- J. nest west to lown, layered stratus aloud from 2000 to 18,000 ft. Target area, 6AVU.
- K. Pilose: OGLE, J. MULGANY.
- L. Pal.

OPERATIONAL PRIORITY SECRET

Grant Their Palestill sound

71st Secondissance Group
APO 70

20 July 1945

To: A-2, 309th Somb Sing, G-3 Air, Fourteenth Corps, A-2, Wist Seconnaiseance Wing

#### FINAL BEGILD RESERVED

- A. 201-0-37, 3q Mission No. 466, 20 July 1965, 110th Tac Rem 3q, 71st Rem Sp, two F-6's.
- B. Special recco of BABUTAN INLANDS.
- C. TO 0955/1 TOT 1035-1150/1 TL 1240/1 Alt. minimum.
- D. Mission completed.
- S. thru H. Hil.
- I. Route: West coast-Babbyas Islands.

30 ft. inheard angine best of doubtful serviceability beached on FUGA 191089 at 18 deg 54 min 3-121 deg 26 min 3-

Hil sighting of any F.T. boats or other craft in vicinity of Banklan Islands.

CabisUID island at 18 day 52 min S-lai day 51 min S observed column of amoke as from cooking fire. On return down other side of island the fire had been extinguished.

4 or 5 enddentified individuals attempting to hide on beach at 19 deg 60 min 8-121 deg 52 min S.

Two unidentified individuals on beach of GalaYah Loude at 19 deg 23 win 8-121 deg 26 win 2 waving as planes passed. Reads on this island show signs of continued useage.

- d. West coast hast; solid overcast at 4000 ft. with 3/10 scattered clouds 600 to 4000 ft. with rain showers. North of labous, solid overcast at 10,000, GAVE. BASCIAN ISLANDS, 3/10-4/10 from 6000 to 7000 ft. Mestern mountains, 10/10 on deex South of Labour.
- E. Pilote: Sough, F. Mulcaly.
- L. 893.

# OPERATIONAL PRIORITY SHORT

# 11074 TACTICAL RECO.MAISCAPCE SQUARMENT 71st Recommissance Spray

30 July 1945

10: 4-2, 309th Bomb Wing, G-3 Ar, Fourteenth Corps, 4-2, 91st Recommissence Wing

## FINAL MISSION REPORT

- A. 201-2-26 (RESCHE 19-5), Sq Mission Sc. 469, 20 July 1945, 110th Tac Ren Sq. 71st Sun Cp, edght F-51's.
- B. Mr alert for BYGONE.
- c. TO 1255/1 WOT 1345-1430/1 TL 1455/1 Alt. 7000 ft. to sdedam.
- D. Mission ompleted.

16 bombs on smoke merked terget with one secondary flash emplosion of red flame. 29 individual strafing passes with no observed results.

- E. thru E. Mil.
- G. Hederate, mall arms, insocurate at minimum altitude from cluster of bouses at 16 deg 40 min H--121 deg 01 min E.
- No. Yes, chliques of strike results at 16 deg 49 min New 121 deg 61 min E at 1430 Item.
- I. Route : Direct.

approducte location 585.8-2034.1 observed single wire strung scross small valley, possible radio installation.

- J. Turgets Few scattered cumulus clouds between 4000 and 9000 ft. GARABALLO NIMS: Solid from dock to 20,000 ft.
- K. Pilots: Upton, Brans, Etchison, Sapp, Bule, Pervell, Sells, Cresford.
- L. 16 X 900 lb. inst. down bombs dropped on tempet. 4400 X .50 ccl.

OF SRATIONAL PRICEITY SECRET

#### CPREATIONAL PRIMITY ANCREST

# That Recommalscance Group APO 70

20 July 1945

TO: A-2, 309th Book Wing, G-3 Air, Fourteenth Corpe, A-2, 91st Recommunisance Wing

#### FIRST RESIDENT REPORT

- A. 201-0-27 (BTOCHE 19-6), Sq Mission No. 470, 20 July 1945, 110th Fac Hen Sq. 71at Hon Op, eight F-51's.
- B. Air alort for BYGARS.
- G. TO 1340/1 TOT 1410-1520/1 Th 1555/1 Altitude 14,000 ft. to 6000 ft.
- D. Missian incomplete due to weather. No contact with REMMY. NEFERM and MCHAIR weathered out.
- S. thru I. Mil.
- J. Over nountains, solid cumulus from deck to 19,000 ft. EmiaBaG S/10 cumulus 5000 to 11,000 ft. and building up. GaGAYAE VALLEY North of TOGUNGARAC, CAVU.
- K. Filoto: Johnson, Clayton, Mauffash, Moreland, Dean, Goole, Haber, Blaustein. One plane bodly damaged on lamming but pilot uninjured.
- 1. 16 X 500 lb. inst demo bombs jettisened in bay. Nil X .50 cal.

GESCATIONAL PAIGHTY SECRET

#### OFERATIONAL PROIRITY AMORET

110Th FESTIGAL REGISEARS FOR S WADEN

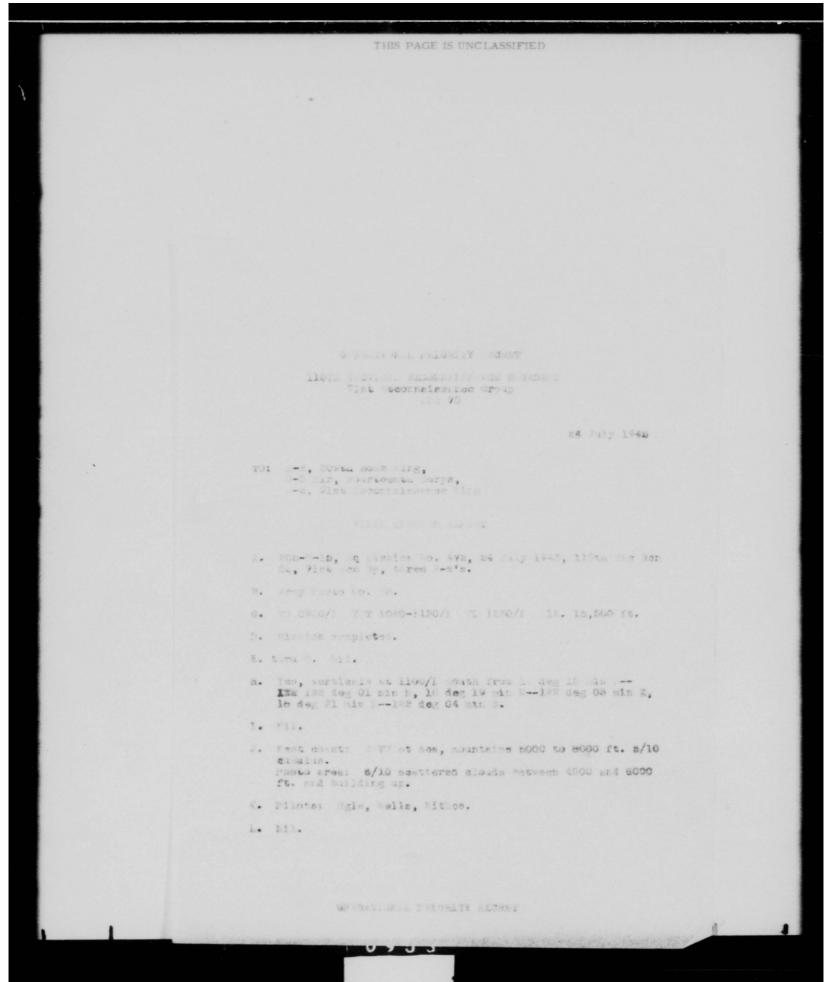
31 July 1948

TO: -2, SOSta Somb ling, 3-5 ir, Fourteenth Corps, -2, Pist Reconsissence ling.

#### FIRAL MINUION HERONT

- A. 202-0-18, My Mission No 471, 110th Tee Ren Eq, 71st Ron Gp, 21 July 1945, two F-8's.
- B. VH & 6.
- 0. TO 1415/I TOT 1515-1630/I TL 1715/I alt. 800 ft. to min.
- D. Mission completed.
- E. caru d. Fil.
- 1. From Calayar IS. on north beach at approx. 19 deg 25 min B-121 deg 29 min 8 was a saipping mine apparently washed schors. Two civilian dressed individuals were waiting clong beach approx. 9 mile west of the mine on Calayar 18. There were cleo nearly foot track signs moving clong north and west beach on Calayar IS.

  From Calayar IS. at approx. 19 deg 23 min E-121 deg 24 min E dug into the nill facing Sk was a rather large dave entrance was approx. 10 % loft. it sime had an entrance at the rear, cave approxed to be a storage dump. There seemed to be much recent activity in this area.
- J. WX: CAGAYAN VALLEY & BABUYAR IS. . GAVU. GARAMALIO RANGE, 9/10 from 8000 to 10000 ft.
- K. Talls a Ogle.
- L. Bil.



THIS PAGE IS UNCLASSIFIED CYREST CHALL PRINCIPLY DECREE 1107 TACTION RECORD THE OR PAR THON 71st Neconnaismence Group 24 July 1945 To: A-8, Scoth some ing, 0-3 Air, Fourteenth Sores, A-0, Vist Goommissance ing FIRST MINISTER REPORT 2. 805- -38, 54 leader to. 492, 54 July 1965, 110th red Ren Sq. 71st for Sp. 500 F-51's. B. YT 9. c. To the s/I To 1010/t (One piece only) tireior 'samplete. One plane erached and burned on tere are them tire old out. To injury to pilot. E. toru I. mil. J. - C VI. T. 111. to a vo grillon fire to be justia new A ley of one place coming off. OFERATIONAL PHIOPITY SECRET

LIOTA T.GETGE REQUEST TABLE TO THE TABLE OF THE TABLE TO THE TABLE TABLE TO THE TABLE TABLE TO THE TABLE TABL

4 July 1945

TO: A-2, 309th Bomb Ring, G-3 Air, Fourteenth Corps, A-2, Bist Reconneissance Ving.

FIRST MINIOR REPORT

- A. 205-3-16, Sq Mission No. 475, 34 July 1945, 110th Ted Sen
- B. Army Pasto Jo. 28 and 80.
- G. TO 0920/I TOT 10:0-1200/I TO 1840/I Altitude 13,000-0,000 ft.
- D. Mission sumpleted.
- E. thru G. Nil.
- m. Verticels of Falshab Bay areas at 1100/1tem.
- 1. Route direct.
- J. CARLBALLO ATE: 10/10 between 5000 and 8000 ft.
  Photo erec: 4/10 to 8/10 cumulus from 5000 to 9000 ft.
  Pecific Ocean: CAYI.
- K. Pilote: O'Neill, Goods.
- L. 111.

OPERATIONAL PRIORITY SECRET

OF BUILDING PRIORITY SECRET

71st Reconneissance Group

24 July 1946

TO: A-E, 30sta soad wing, G-E Air, Fourteenta Corps, A-E, 91st Reconnaissance ling

FINAL SISSION REPORT

- 4. 905-0-10, 04 mission No. 472, 24 July 1965, 110th Fac Ren Sq. 71st Nos Op, tarse 7-6's.
- B. Army Photo No. 28.
- G. TO 0930/1 TOT 1040-1130/1 TL 1270/1 11. 15,500 rs.
- D. Mission completed.
- H. thru 0. fil.
- H. Tes, verticels at 1100/1 South from 18 deg 18 min 8-128 182 deg 01 min N, 10 deg 19 min 2--122 deg 05 min E,
  18 deg 21 min 2--122 deg 04 min E.
- I. Hii.
- Test coast: CAVU et sea, mountains 5000 to 8000 ft. 5/10 cumulus.
  Photo eres: 6/10 seattered clouds between 4000 and 6000 ft. and building up.
- K. Pilots: Ogle, Wells, Withee.
- L. 111.

OPERATIONAL PRIORITY SECRET

UPBERTICALL PRODUCT SECRET

Fiet Reconnelszense Group
APO 70

25 July 1945

To: ---, howth come wing, o--- ir, curreenth corps, A-2, Wist Reconsidering First.

MATEL HE TICK REPORT

- A. ROS-D-RS, Eq Mission to. 478, So July 1945, 110th Tro Hon Eq. 71st hen Op, two T-6's.
- B. Photo tomb Macien.
- d. TO OBID/T TOT 0880-1010/1 TL 1000/1 Alt. 7000 to 8000 ft.
- D. Mission coupletes.
- H. thru G. Fil.
- H. Tes, obliques and verticals of practice bombling mest of
- 1. Route: Direct.
- J. 10/10 from 800 to 20,000 ft. with few open layers.

  Scattered rain. Front lies to loath of line and rain ARMO
  to restable to the line was 1/10 camalas at
  3000 ft.
- K. Pilote: Couffmen, Moreland.
- L. H11.

OPERATIONAL PRIDITY SECRET

THIS PAGE IS UNCLASSIFIED DERECTIONAL PRINTER SECRET . light Tabyldal Recombald ands a Japace 71ns Georgelassnow broup En July 1945 90: 3-2, butten Somb ing. 9-3 ir, Sparteente Corps. -2, What Mon. ing. PINCL RISELOW RES DRY . MOS-C-RV, C. Ri serion No 476, 110th Tes Ren Co, Tist Ron Op, No July 1940, two F-0's. Thy Paoto Masion | So. 10 0616/1 for 0916-1086/1 fl 1116/1 1t. 15,600 ft. Mission completed. chrough d. Mil. Tes, verticals at 0900/1 of erem scala of TO L (18 deg. 18 min h-188 deg Ol min h) of weatern slopes of Single Madre range. 1. Donte: Direct. d. Photo area, C. W. north of 17 deg 50 min N. South was light good extending into front on S.E FUR FOR - TUNEZURAD line. d. Conmors, Dapp. L. Hil.

THIS PAGE IS UNCLASSIFIED O RESTROY L ROLLING TO SECRET 110 m Factical decontains and a Tables 71st 8800 mm issence Group 20 70 25 July 1965 TO: -2, 309th Bomb ing. G-3 ir, Fourteenth Jorpe, -2, 91st Ben ing. 206-2-30, St Mission 477, 110th The Ren Sq, Vist Ren Sp, 25 July 1945, two F-6's. rmy Fnoto " 87 - 29. (Poquent) 10 0800/1 TL 0648/1 11. 10,000 rt. Mission incomplete due to westner. Giner H. Hal. Houte: To her Padrallo, due east to odge of countains, return sems route. 10/10 dovered on top of mountains to 80,000 fs., rain. est coast - scattered to droken limit scad over water area, complete overcost. Camper & Coble. Le Bil. O BRATIONAL PROINTY DESIRET

OF SHATIONAL PHIORITY SECRET

110TH TAUFICAL RECONTAINS ANDE SO CADROL 71st Reconnaissance Group APO 90

25 July 1945

TO: /-0, 309th Home ving, 0-2 /ir, Fourteanth Jorpa, 4-2, Plat Reconnaissance ling.

#### PINAL MISSION REPORT

- 200-0-22, Sq Mission Ro. 479, Army Massion Ro. TREPHY 25-1, 25 July 1945, 110th Tas Ron Rq, 71st Ron Sp, Seven P-51's.
- B. Air slert for Papell.
- in 0855/1 707 1050-1100/1 TE 1125/7 Alt. 10,000 ft. to min
- B. Mission completed. TROPHY closed by weather so on direction of sarrass actuoked smoke marked wooded revine at to dog 40 min 1 -- 120 deg 45 min E.

14 bombs and 12 individual strefing posses on target with no observed results. APRIN reported excellent

- I. turu A. Mil.
- I. Route: Base to TROPHY to Fermin to Base.
- J. GENTRAL PLATES: 8/10 to 5000 rt, clear layer than to solid oversast 11,000 to 12,000 ft. at bese.
- K. Pilots: Hough, Goods, Koykka, Ditace, Rycroft, Boardman, Shotwell.
- L. 14 X 500 io. demo bombs, inst. ruse, dropped on terget.

OPERATIONAL PRIGHTY SECRET

OPERATIONAL PRIORITY SECRET

Vist Recording to Toup

26 July 1945

TO: A-E, South Bomb Wing, G-S Air, Fourteenth Corps, A-E, Flat Resonnelssance ing.

MILE MANAGE REPORT

- A. 207-0-6, SQ Mission No. 400, 86 July 1945, 110ta 780 Ron Sq. 7185 Ron Sp. 680 Y-6's.
- B. Army Photos 27 and Sv, and Special Chillip.
- 6. TO 0000/1 TOT 0850+1050/1 TL 1100/1 Alt. 13,000-v,000 ft.
- n. Mission compisted.
- B. thru G. Bil.
- N. Verticals of Fray Photo request 527 and 29 coarsing at 16 deg 4min 8-120 deg 4b sin 8 and 16 deg 45 sin 8-121 deg 02 sin 8 at 0900/1. Unamir brooks rate area covered by cloud.
- 1. Route: Direct.
- d. nest coast from mountains to mosst, closed from 8000 to 11,000 ft. Over gulf 6/10 from 4000 to as sign as 20,000 ft. Photo area, 3/10 et 8,000 ft.
- E. Pilote: Fells, Ogle.
- L. RAL.

OPERATIONAL PRIORITY BEGRET

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The following photographs are those of the Enlisted Personnel of the 110th Tactical Reconnaissance Squadron who left for the United States under the Readjustment and Rehabilitation Program



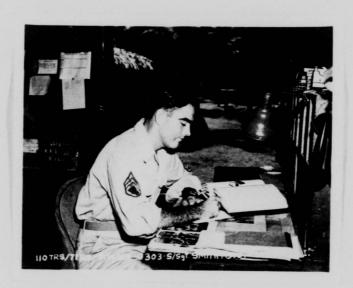
The above photograph shows Master Sergeant Frank Clarkson, former Flight Chief, entering remarks about a "Mustang" on the Aircraft Status Board. The Sergeant had been with the Squadron ever since it was activated into Federal Service in 1940. Sergeant Clarkson is married and has one child, a baby daughter, and resides in St. Louis, Mo. The Sergeant plans to open a business for himself but as yet doesn't know just what kind.



The above is Master Sergeant Eugene Lienhop, who before leaving the Squadron was head of the Communications Section. Sergeant Lienhop is one of the original members of the 110th Tactical Reconnaissance Squadron, being brought into active service with the 110th Observation Squadron in the fall of 1940, when it was a part of the Missouri National Guard. The Sergeant doesn't quite know what his plans are going to be if he receives his discharge, other than hurrying back to his wife and children waiting for him in St. Louis, Mo.



The above is Sergeant Charles H. Bishop at work lettering a piece of cowling for the P-51 "Mustang" aircraft. Before leaving, Sergeant Bishop was the Squadron painter. A sample of his art is the "Musketeer" insignia on the sides of the 110th Tactical Reconnaissance Squadron's aircraft. If discharged, the Sergeant plans to return to San Francisco to his wife and two children and after a short rest open a Commercial Art Shop.



The Sergeant taking down notes from a Technical Order book is Starf Sergeant Bernard J. Smith. Sergeant Smith before leaving the Squadron was the Photographic Section Head. Sergeant Smith when not to busy with the routine printing of the Squadron was always willing to print a few photographs for the men. Sergeant Smith is married and the proud father of a sen whom he has never seen as he had just arrived overseas at the time of his sons birth. The Sergeant has no definite plans upon receiving his discharge but thinks he might like to open a Photo Shop and go into business for himself.



The two Enlisted Men cleaning and inspecting the P-51 "Mustang's" guns are Private First Class Charles A. Stephens and Master Sergeant Walter J. Wilde, both of the 110th Tactical Reconnaissance Squadron's Armament Section.

Pfc Stephens, the soldier cleaning the parts with the gas brush, is a Regular Army veteran with fourteen (14) years service, three of which have been spent with the "Musketeers" Pfc Stephens has no definite plans after receiving his discharge other than going to his home in New Orleans, Louisiana, where his wife and two children are waiting.

M/Sgt. Wilde is another of the original members of the "Musketeers" who has time in the Missouri National Guard. Sergeant Wilde was Armament Section Head before leaving the Squadron and in this capacity had the Armament Section in top notch running condition. Sergeant Wilde plans to take a well deserved rest before thinking about anything else.



The two Enlisted Men inspecting firearms in the above photograph are Sergeant Burnice C. Miller and Technical Sergeant LeRoy M. Feldkamp, both formerly of the Ordnance Section.

Sergeant Miller was in the Squadron little over a year, joining us at Tadji, New Guinea in the Spring of 1944. Sergeant Miller is still single but hopes to change his status as soon as he gets home. Like many of the other men leaving the Squadron, Sergeant Miller hasn't any definite plans other than hurrying home for some well deserved rest and recuperation.

Technical Sergeant Feldkamp was Ordnance Section Head before leaving the Squadron this month. The Sergeant was kept busy, as were the other men of the Ordnance Section, seeing that the aircraft were loaded with bombs of one type or other and inspecting the firearms of both the Enlisted Men and the Officers. Sergeant Feldkamp plans to return to his farm in Michigan and start in farming as soon as possible.



Technical Sergeant Clenn A. Garber apparently is making some adjustments on a propellor while the "Mustang" is in the Engineering Revetment for an inspection. Sergeant Garber was the former Propellor Specialist of the Engineering Section before leaving the Squadron. The Sergeant is married and is the proud father of twins. As he has seen them but once since their birth, he is rather anxious for the time to come when he may receive his discharge so that he can hurry home to St. Louis, Missouri and see them once more. The Sergeant hasn't any plans made but hopes to be able to get a position with some commercial airline.



The above is a photograph of Sergeant Walter P. Werblo, who before leaving the "Musketeers" was the enlisted man in charge of the Chemical Warfare Section. As Chemical Warfare duties have been at a minimum in Luzon, Sergeant Werblo was put in charge of the Filipino laborers assigned to the Squadron. The Sergeant is married and has two children, a boy and a girl. Sergeant Werblo plans to reside in New York City if he is discharged but like so many other men, his plans for the future are none to definite.



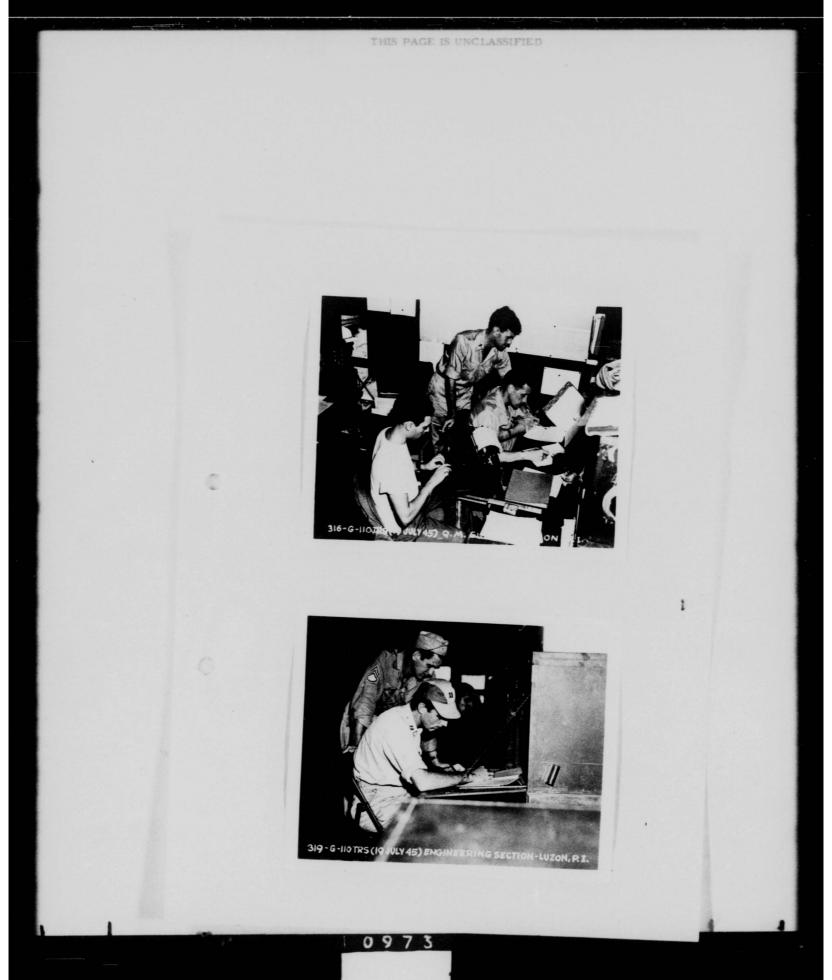
The certificate shown is a momento from the Naval Forces to the 110th Tactical Reconnaissance Squadron. It was presented to the men after their being taken from the lowly ranks of the "Pollywoss" and initiated into the folds of the worthy "Shellbacks." It is more or less the holder has passed over the Equatorial Line and has payed his respects to Neptune, "The Ruler of the Sea." The 110th Photographic Section printed copies for the men decino, 22 November 1943.

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The Q.M. Supply Section, consisting of First Lieutenant GEORGE M. WILKINSON, Staff Sergeant HARVEY M. GABRIEL, Private First Class BERNARD J. RAMANC are hard at work making out reports and requisitions. Lt. WILKINSON and Sgt. GABRIEL seem to be checking over one of the forms while Pfc RAMANO is trained out a requisition.

is typing out a requisition.

Captain SMITH T. CHARLAND, Engineering Officer and Master Sergeant CHRIST P. HRASTICH, Aircraft Inspector are busy going over the forms pertaining to the 110th Squadron's aircraft and making the necessary remarks while Corporal JOHN ADAME, one of the Engineering Clerks seems to be engrossed in his typing.

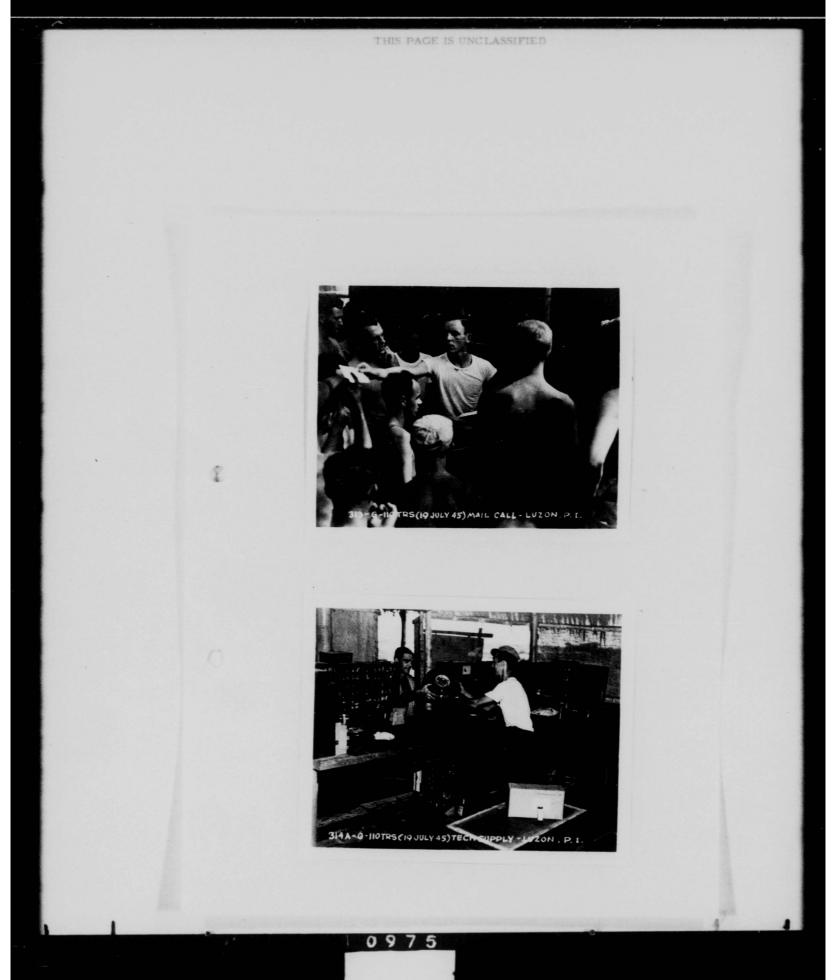


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Private First Class ROBERT D. SPRAGG is calling out the enlisted men's mail in front of the mail house at the evening mail call. From the expression on the men's faces the mail situation for the day must be rather poor.

Corporal WILLIAM B. FAIGE of Technical Supply is shown filling a request by Staff Sergeant GUY M. CREIGHTON for a mounted tail wheel tire for the P-51 "Mustang" aircraft. It appears that Sergeant Creighton is pleased at the service he received from the Technical Supply Section.



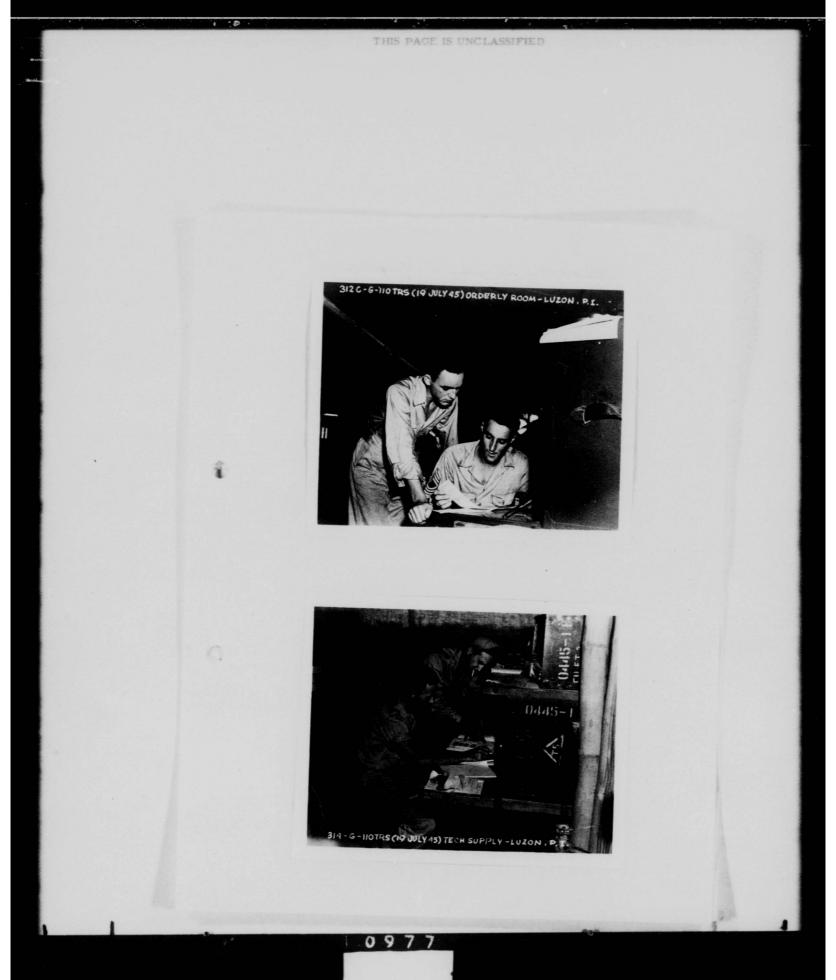
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Private First Class ROBERT D. SPRAGG and First Sergeant FREDRICK C. WARG, both of Squadron Headquarters, seem to be deeply engrossed in the Duty Roster. It looks as though Sergeant Warg is explaining some details to Prc Spragg.

Sergeant VIRGIL O. WEDDLE and Technical Sergeant LOUIS HRASTICH of Technical Supply are checking through a Stock List in order to determine what part must be ordered at the Service Squadron.

09/6

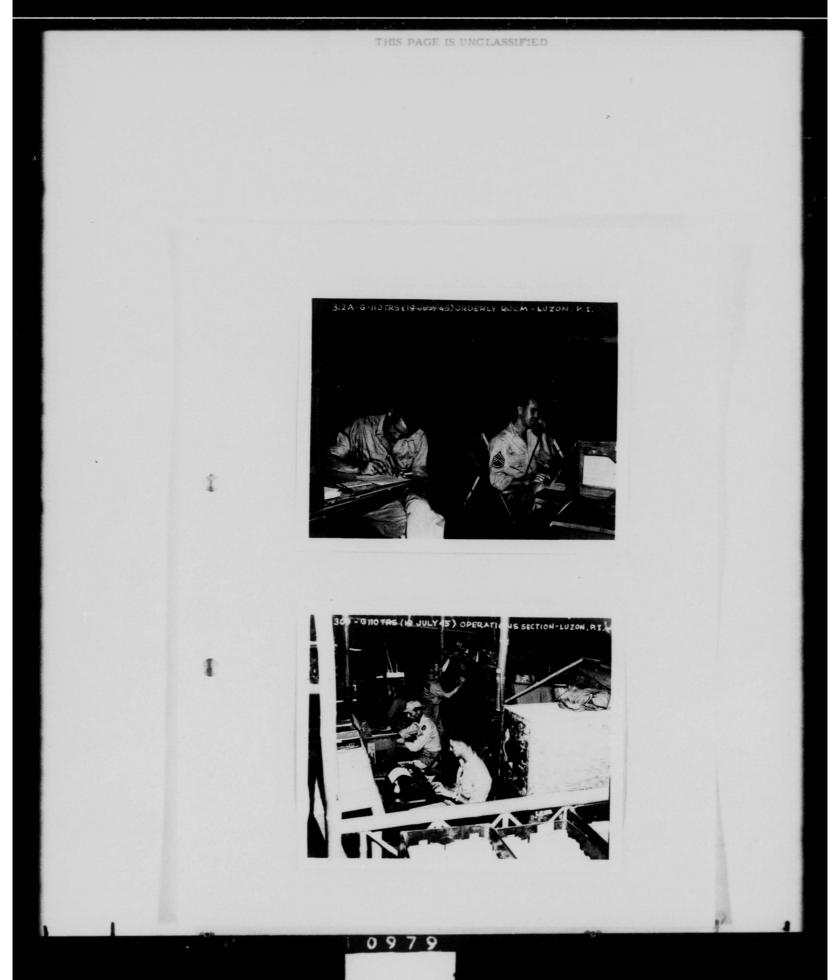


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Staff Sergeant WILLIAM F. WEAKLEY, Sergeant Major of the Squadron is telephoning to Group Headquarters for information on a report that has to be made out. Captain BYRON W. CAMPEELL, the Squadron Adjutant is checking over a letter before adding his signature. In addition to his duties as Adjutant, Captain Campbell is the Squadron Historian.

Captain HARRY JCHNSCN, Operations Officer, is evidently holding a conversation with someone not in the photograph, while Sergeant CHARLES V. JCHNSCN is entering some remarks on the Aircraft Status Board. Staff Sergeant REVIS O. RCDERTSCN is deeply interested in the paper he is reading, while Corporal RCDERT H. HAUCH is busy at the typewriter making out an Operations report.

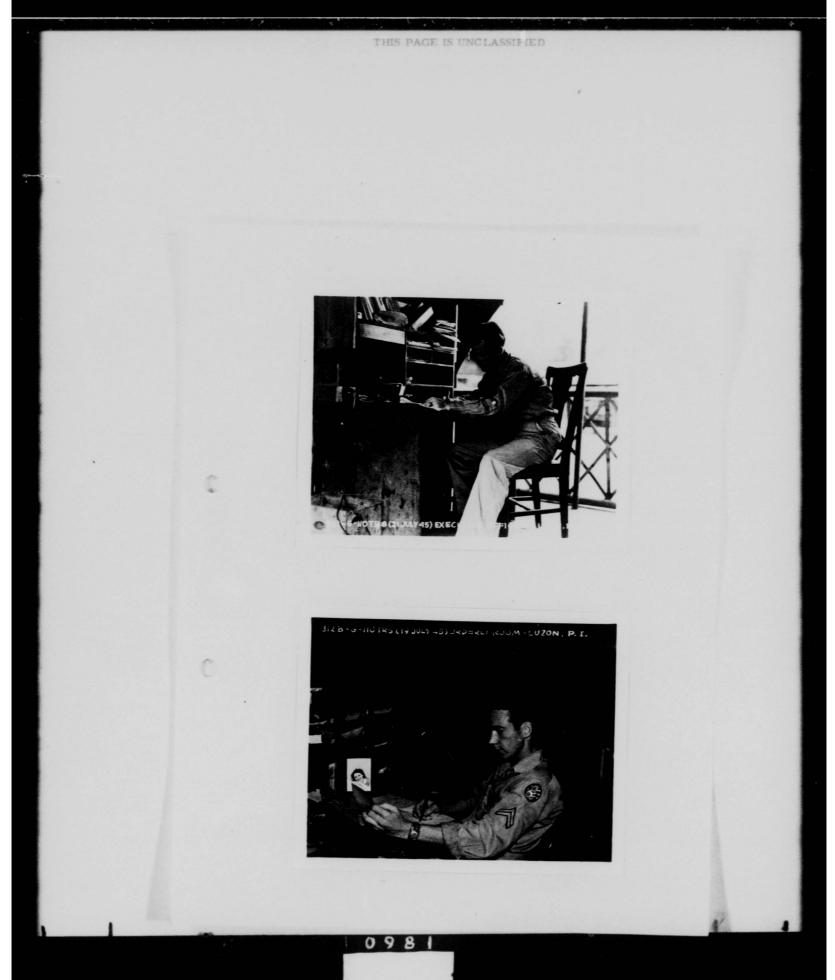


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Captain GFO-GF O. CHAPIN, Squadron Executive Officer is shown at his desk making out and signing reports. Captain Chapin has just recently left the squadron for a period of Temporary Duty in the United States.

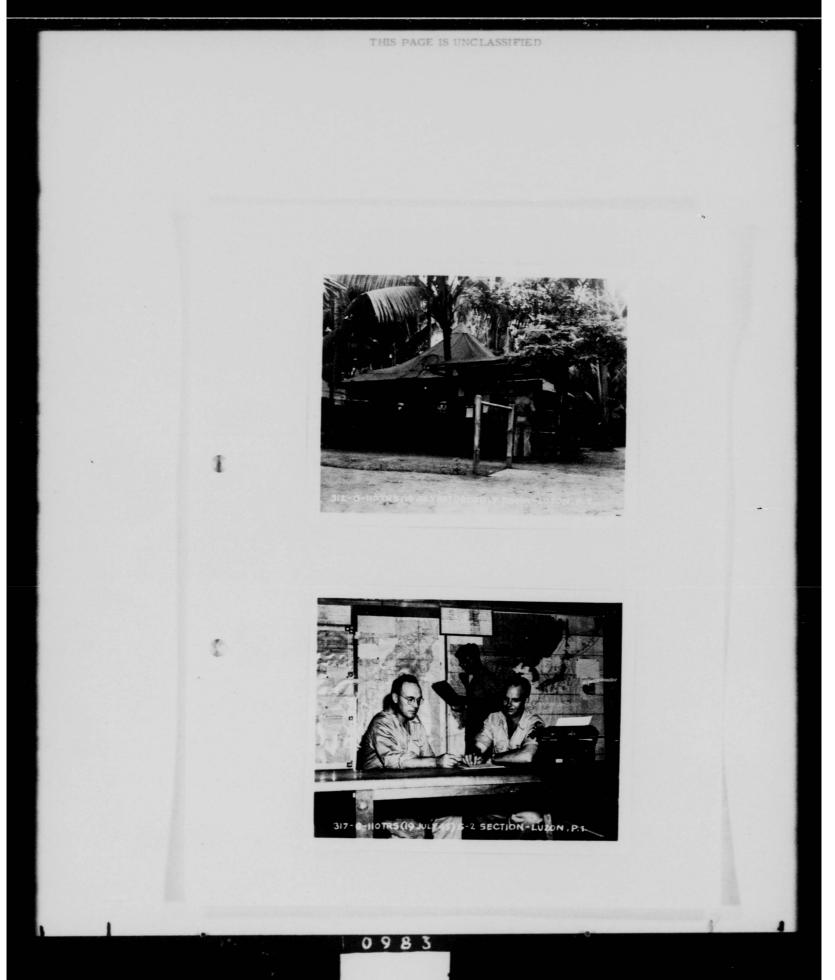
Corporal CLIFFORD M. DEMEY of Squadron Headquarters is checking over his pay cards and making notations in order to be of help to him in making out the Squadron payroll. Corporal Dewey was in June promoted from Private First Class to his present rank.



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The Orderly Room of the 110th Tactical Reconnaissance Squadron and also the squadron bulletin board are shown in this photograph. Sergeant NORMAN M. GEORGE of the Armament Section is checking over the Guard Roster to see if his name appears on it. First Sergeant FREDRICK C. WARG has just finished posting a notice on the bulletin board. On the tree to the left of the photograph can be seen the sign with the tent numbers. These signs were of great help to anyone desiring to know the location of any tent in the camp area.

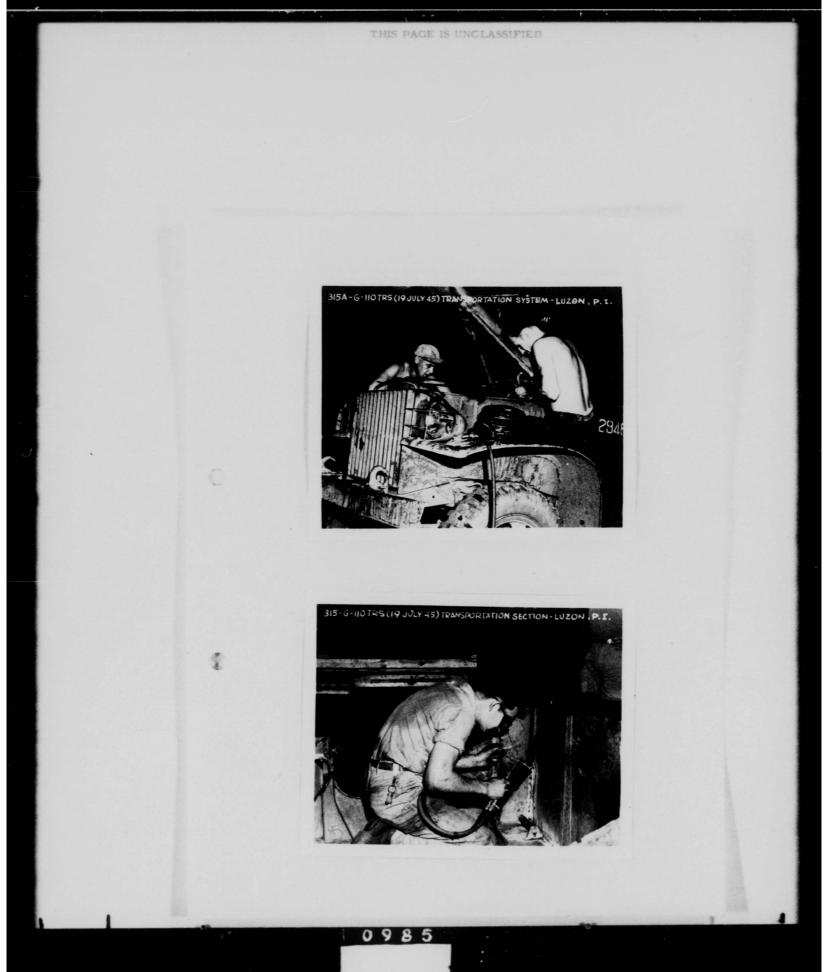
Corporal ALVIN G. DAHLEM and Staff Sergeant OLE S. WILLIAMSON are going over an Intelligence Report while Private First Class ARTHUR G. WHELER is entering remarks on the map to keep it up to date. These men are in the S-2 Section of the 110th Tactical Reconnaissance Squadron.



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Sergeant OIVA E. JOHNSON and Sergeant BERTRUDE J. OCHOA of the Transportation Section are hard at work cleaning parts and making repairs on one of the Squadron's vehicles. It is easy to see the maintenance men of the Transportation Section do not have what is commonly called a white collar position.

Staff Sergeant MERLIN E. KIRCHER, Section Head of the Transportation Section is making repairs with a welding torch on the back section of Squadron Supply's vehicle. The spectator at the right is probably one of the Filipino laborers employed by the Squadron.



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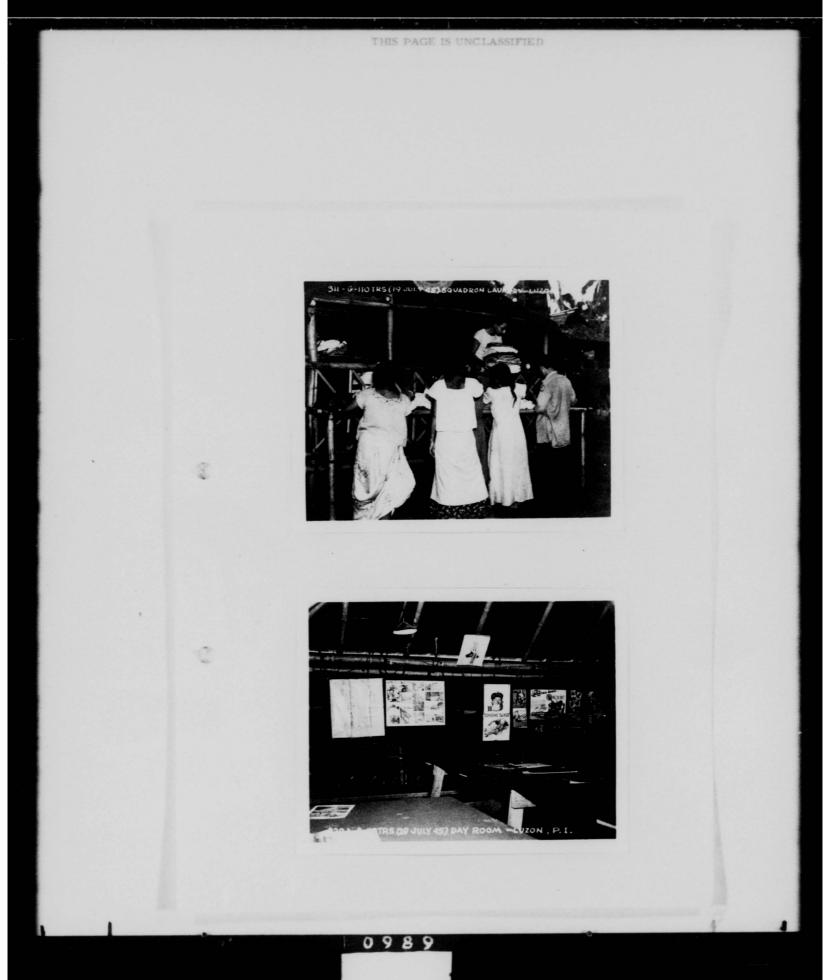
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Corporal WESLEY H. O.KMAN, the Squadron Barber is shown living a haircut to First Lieutenant D.AN C. OGLE one of the pilots in the Squadron. In addition to his barbering, Corporal Workman is Latrine Orderly and Shower Orderly.

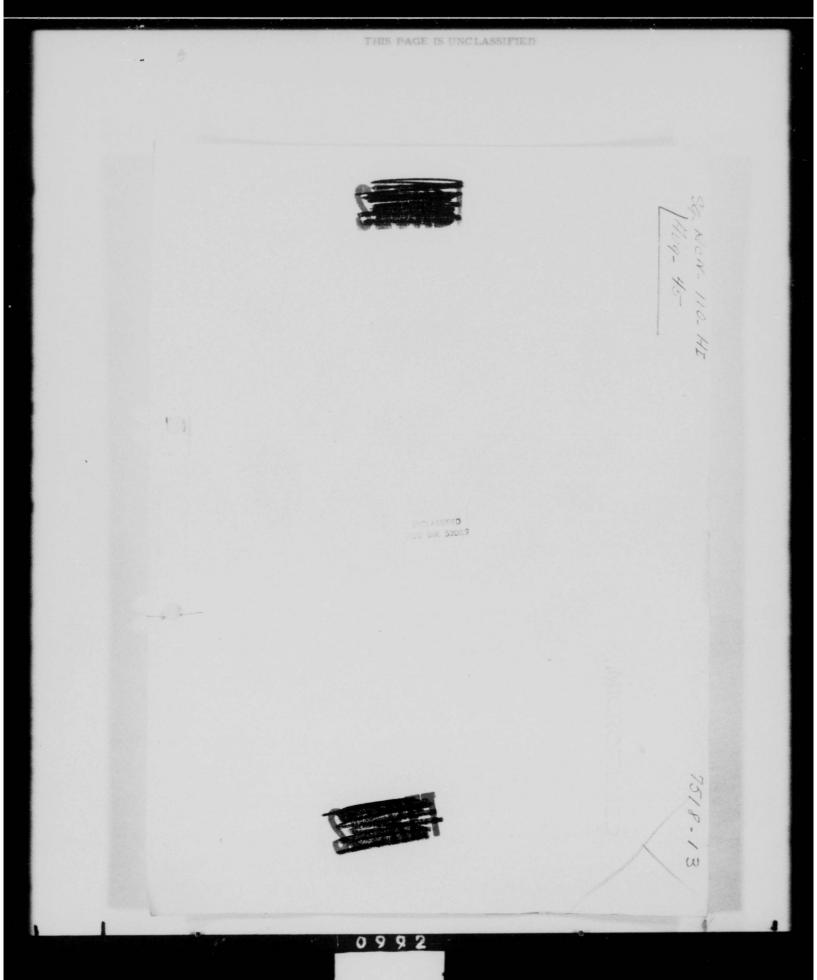
The News Bulletin Board containing the news of the day, shows, and posters pertaining to loose talk and the turning in of all enemy papers to Intelligence.



THIS PAGE IS UNCLASSIFIED Corporal KENNETH I. CUPTIS is shown checking over the laundry which the Filipino women have just returned from being washed. Private First Class JOHN HALADY of the Photo Section is evidently waiting for Corporal Curtis to get through going over the clothing so he can pay for his laundry. The Squadron Day Room containing maps and posters for the men's information, tables for writing and playing cards, books and magazines for reading and a radio for the men's listening pleasure.



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110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 245 SECRET: Auth: C.G. Init: 7.39. Date: 10. opt. 45 DESIGNATION SHEET August History Report. Official designation, including number of unit and echelon in chain of command. AIR FORCE: Fifth Air Force. COMMAND : WING : 91st Reconnaissance Wing. GROUP : 71st Reconnaissance Group. SQUADRON: 110th Tactical Reconnaissance Squadron. Has security classification been checked: Yes. august 1943 MICHOLAS B. JOHNS, lst Lt., Air Corps, Historical Officer #SITO IFP

## SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 245 SECRET
Auth: CG
Init: 773}
Date: 9-10-45

10 September 1945

SUBJECT: Transmittal of Unit History.

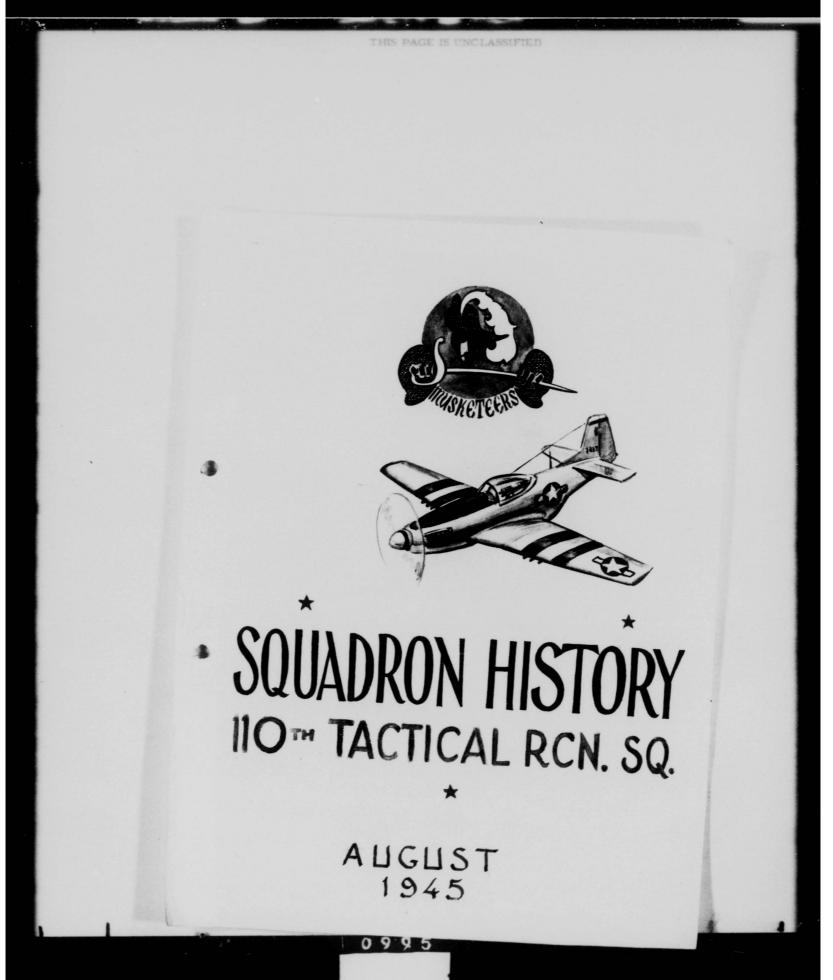
TO : Commanding General, Army Air Forces, Washington, D. C.

1. In accordance with AR 345-105, and AAF Regulation No. 20-8, submit herewith the August 1945 History of this organization, which has been inspected and verified by the undersigned.

2. The material submitted was prepared by 1st Lt. Nicholas B. Johns, 0-1032456, Air Corps. Facts and observations included in the narrative and not otherwise credited are based on the personal knowledge and opinions of Lt. Johns.

GEORGE K. NOLAND, Major, Air Corps, Commanding.

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110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 245

INVENTORY FOR AUGUST HISTORICAL REPORT.

#### 5 Inclosures:

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#### SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 245 SECRET: Auth: C.G. Init: 7783 Date: 9-10-45

5 September 1945

SUBJECT: Historical Record and History of the 110th Tactical Reconnaissance Squadron.

TO : Commanding General, Army Air Forces, Washington, D. C. (Thru Channels) ATTENTION: Asst. CofAS Intelligence, Historical Division.

- 1. In compliance with AR 345-105, dated 18 November 1929, as amended by changes 1 and 3, dated 22 November 1930 and 9 March 1943, Fifth Air Force Regulations No. 20-8 and Army Air Forces Historical Officer's Circular as issued, the following historical data is submitted for the period of 1 August thru 31 August 1945.
  - a. Organization No change.
  - b. No change.
  - c. Strength:

| (1) | Pers | connel, commissioned and enlisted men |
|-----|------|---------------------------------------|
|     | (a)  | At beginning of period:               |
|     |      | (1) Flying Officers43                 |
|     |      | (2) Ground Officers12                 |
|     |      | (3) Enlisted Men226                   |
|     | (b)  | Net Increase during period:           |
|     |      | (1) Flying Officers 6                 |
|     |      | (2) Ground Officers 0                 |
|     |      | (3) Enlisted Men 5                    |
|     | (c)  | Net Decrease during period:           |
|     |      | (1) Flying Officers 7                 |
|     |      | (2) Ground Officers 0                 |
|     |      | (3) Enlisted Men50                    |
|     | (d)  | End of Period:                        |
|     |      | (1) Flying Officers42                 |
|     |      | (2) Ground Officers12                 |
|     |      | (3) Enlisted Men181                   |
|     |      |                                       |

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(2) Aircraft (a) At beginning of Period: 22 (b) Gains P-51 10 (c) Losses P-51 11 (d) End of Period P-51 21 d. Station: Ie Shima e. Number of Sorties: (1) Recco-----126 (2) Bombing and Strafing
(a) Fighter Sweeps----- 64 (3) Miscellaneous Sorties----Nil (4) Total Sorties-----190

f. Bombs dropped and ammunition fired:
(1) Bombs dropped - Nil
(2) Ammunition expended:
(a) Cartridge cal. 50, API, I and T
(1) 26,600 rounds.

(3) Results: (a) See Summary of Activities, Incl. No. 2.

g. Enemy attacks on our ground installations -- Nil.

h. Ground Battles - Nil.

i. Awards - Nil.

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NARRATIVE REPORT

110TH TACTICAL RECONNAISSANCE SQUADRON
HISTORY



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History, which was later to become of international importance, really began for the 110th on 6 August 1945.

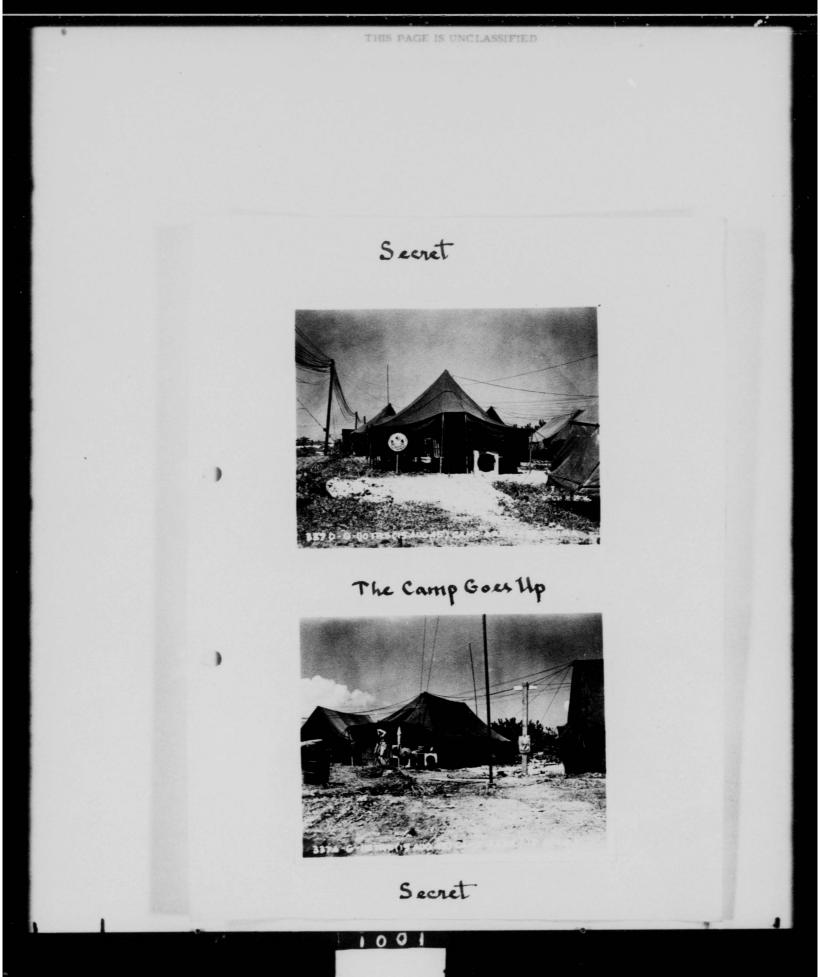
On that day the Squadron planes flew their first sortie over Japan's home islands. Beginning with the first mission flown on 16 December 1943 from Port Moresby, the real aim of every member of the Squadron had been to "Get to Japan".

Now we were realizing the thing we had been anticipating for twenty-two months since the Squadron landed at Brisbane, australia. We were actually based on Ie Shima, the nearest United States base to the Nips.

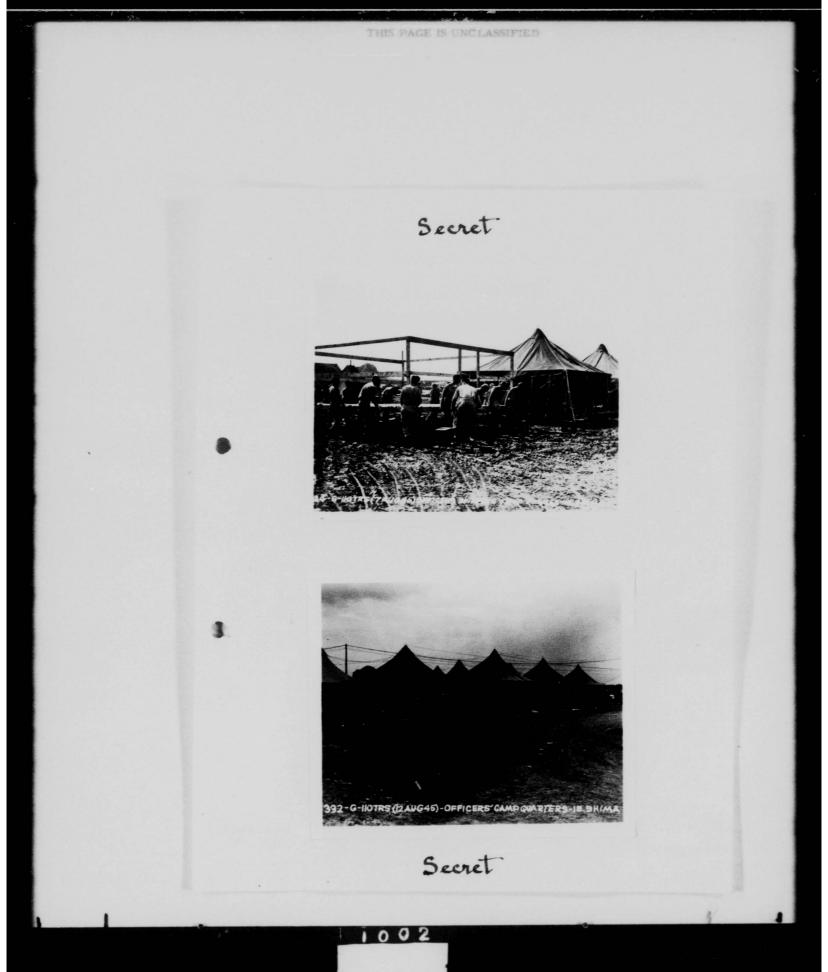
The camp area was beginning to take on the appearance of a Post-War Stateside Boy Scout Camp, with the usual "Rube Goldberg" attachments to every tent. Most tents had floors and sides and the cliffs on the northern side of the camp became the site of houses or contraptions which would shake the inventive genius of "The Great Fisher" of body works fame. Every conceivable piece of lumber, metal and what-not had been put together to form "Shacks", shower-pits and other quarters. "Al" Capps could easily have used our Northern camp area to illustrate his "Dogpatch" for Lil Abner.

The various Squadron sections were taking shape and gradually the 110th was once again becoming the well organized unit which had operated so well from Australia to the Ryukyus. Gripes and groans were again heard about the food

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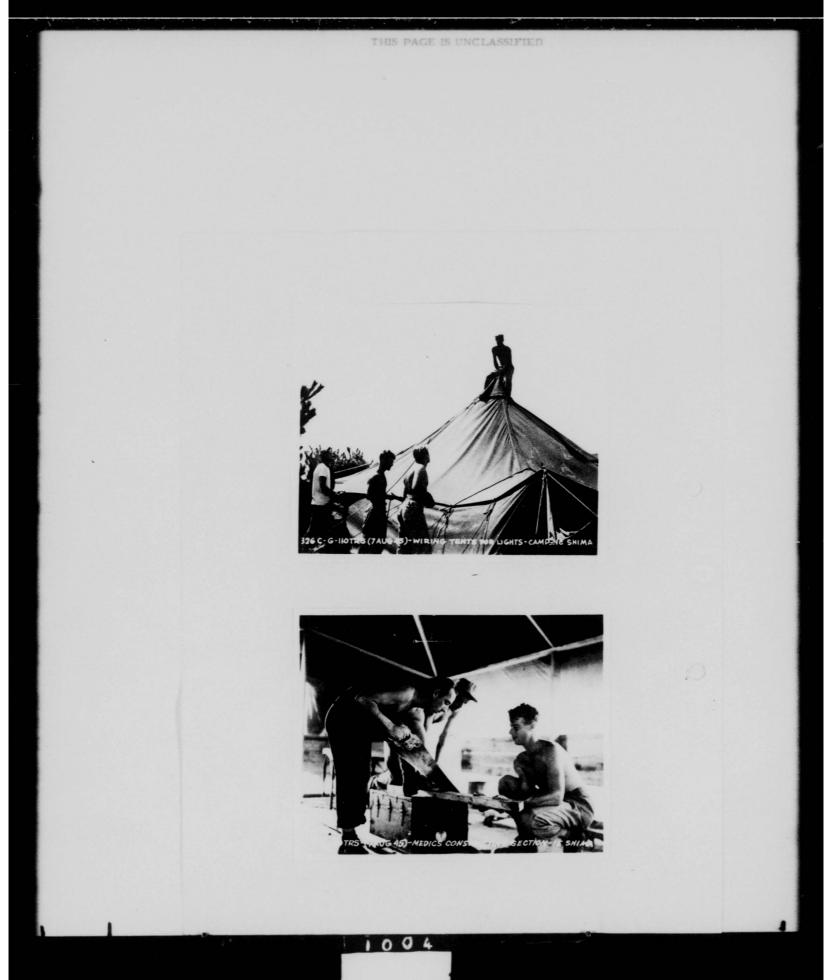
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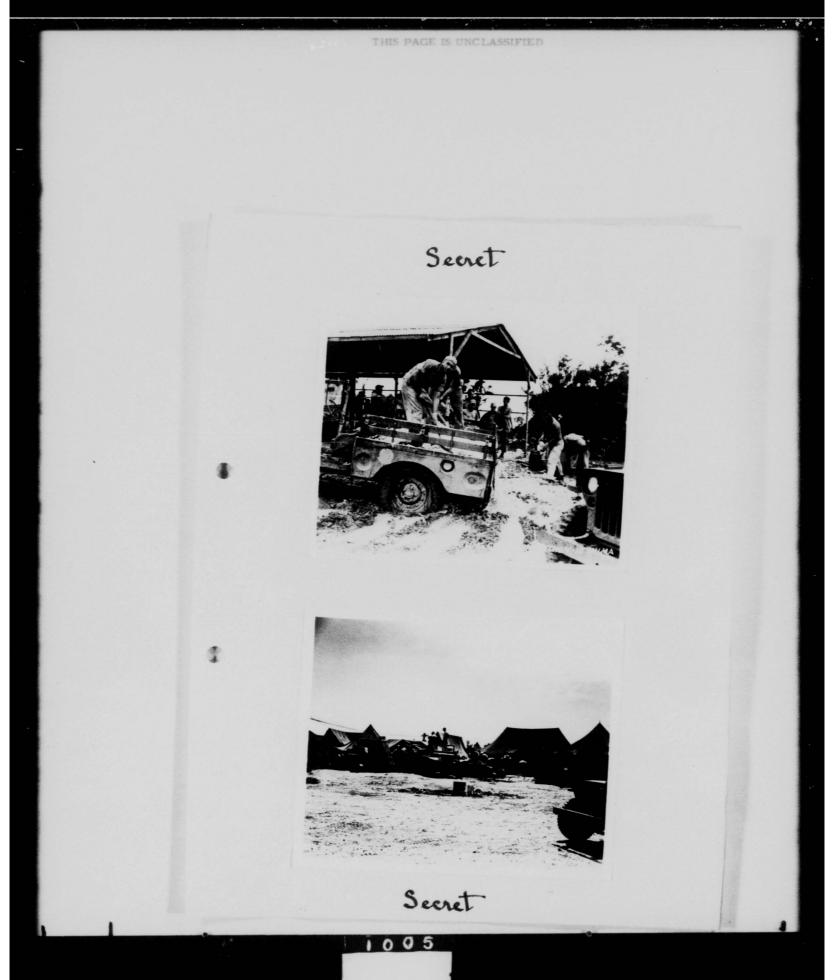
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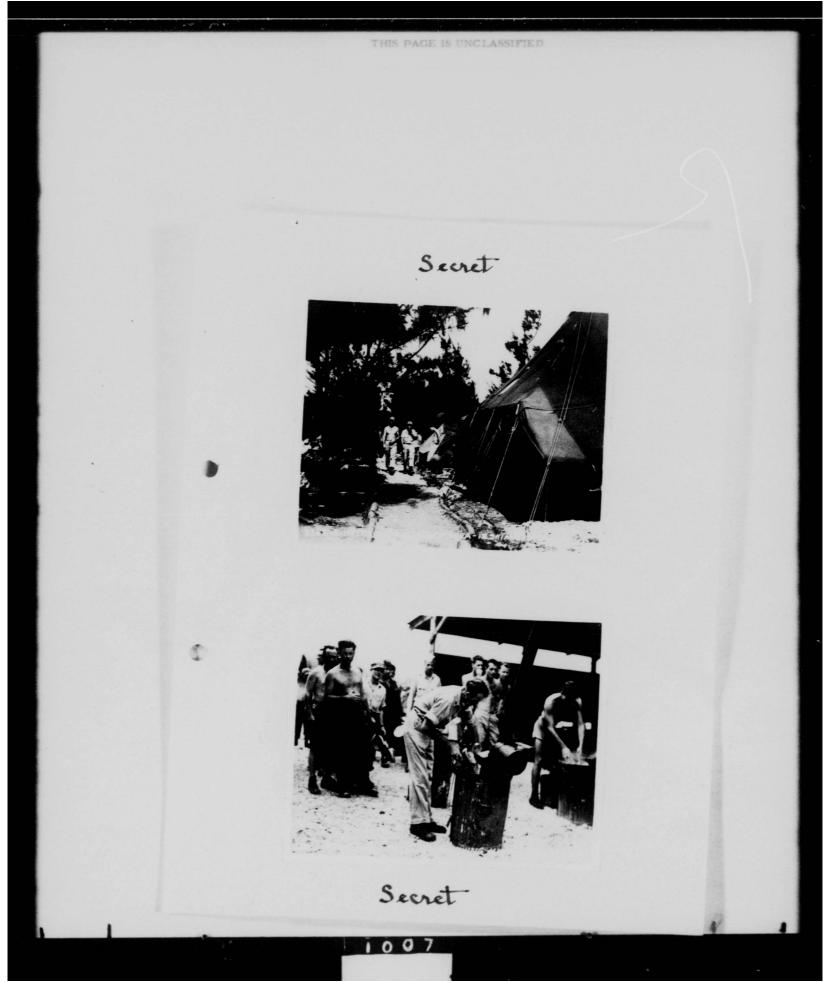
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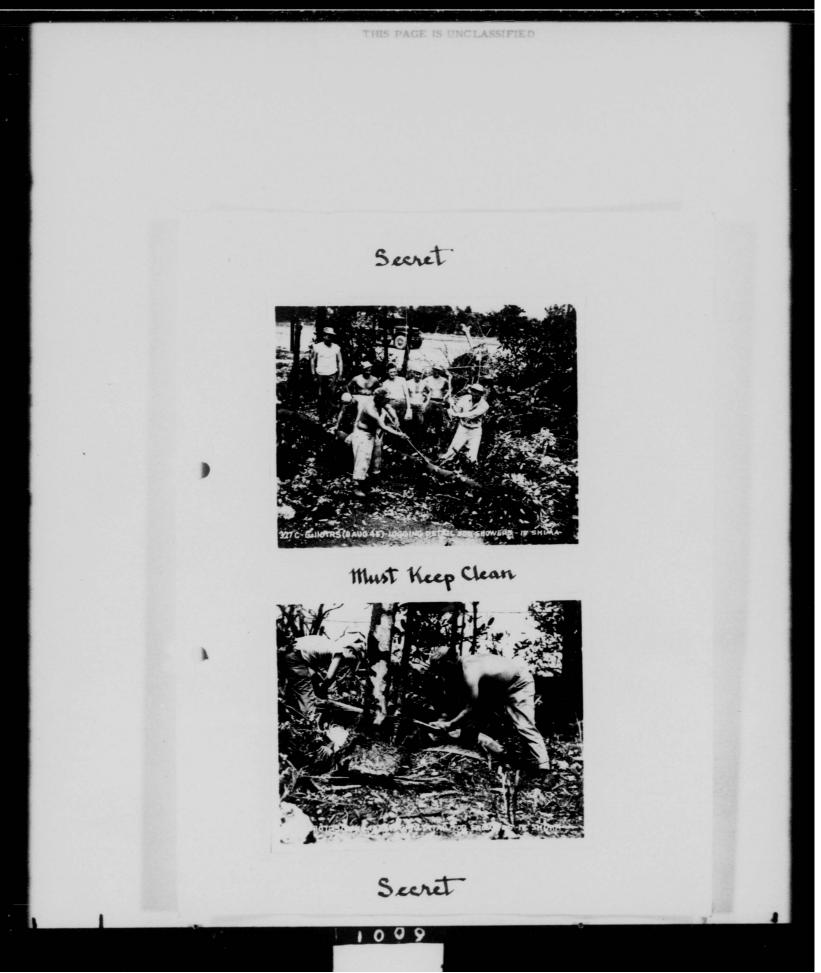


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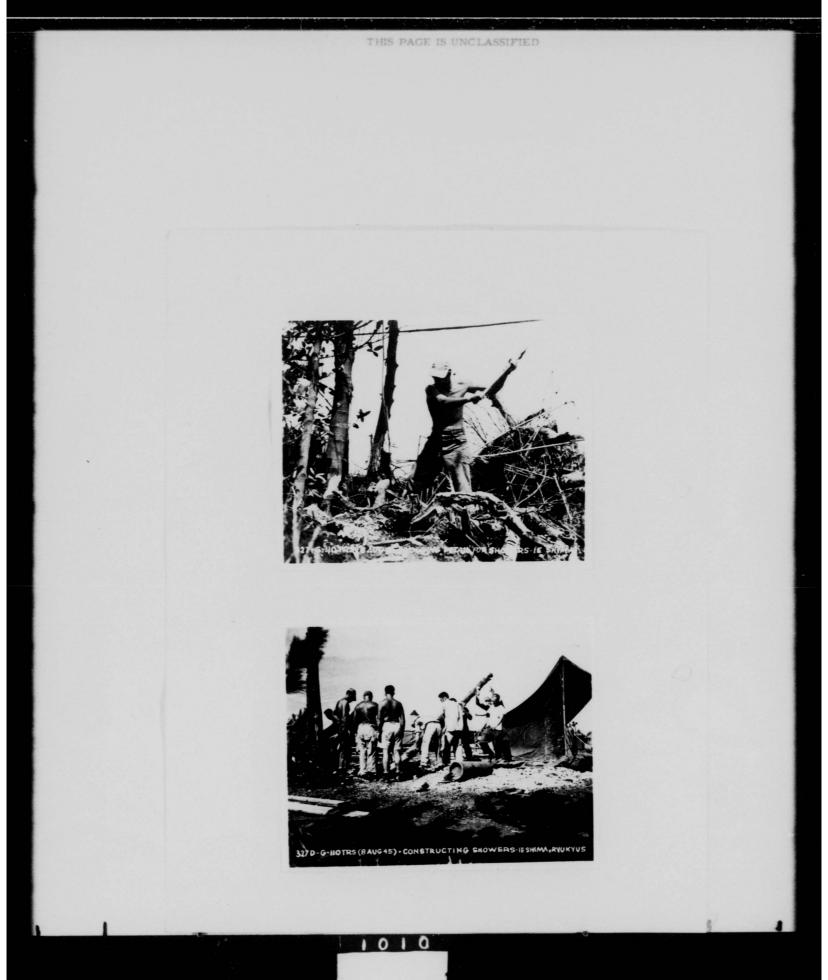
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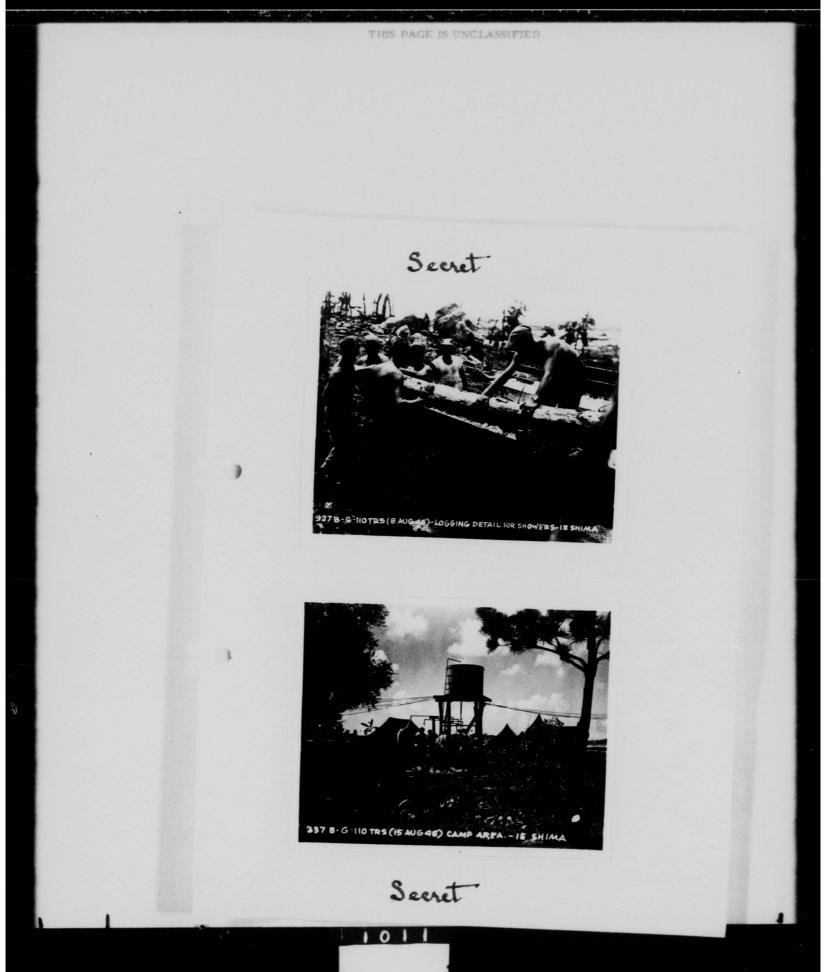
situation, which had taken on the appearance of "Front line chow". Fresh foods were almost unknown and the Dehydrates became the vogue. Water, also very limited, was rationed from our entry on the island and in order to get a shower one had to be on hand when the "Whistle blew". Various rationing methods were tried out by the C.O. and signs such as - "No running water while you are soaping"; "Wet yourself, then leave for the next man"; "Over a quart for washing and shaving is wasting" were seen around the area. These methods resulted in better washing conditions.

On 6th August 1945 the Squadron was functioning smoothly and our first mission was in the air. Word came via radio and rumor that the United States had "Split the atom" and dropped it down the Nip's throat at Hiroshima, Japan. One small bomb had destroyed over 60% of a once great city of 344,000 population. Before the dust had cleared from the explosion, word was received that Russia had declared war on Japan and Red forces were moving rapidly into southern Manchuria. Two days later, 10 August 1945, a radio Engineer in San Francisco heard the awe inspiring words, "The Japanese Government is ready to accept the terms of the Potsdam conference". Nothing official, but on 12 August word had reached the 110th that Japan was ready to "Throw in the Towel". Operations continued as usual despite the terrific strain on every man wondering if any part of the

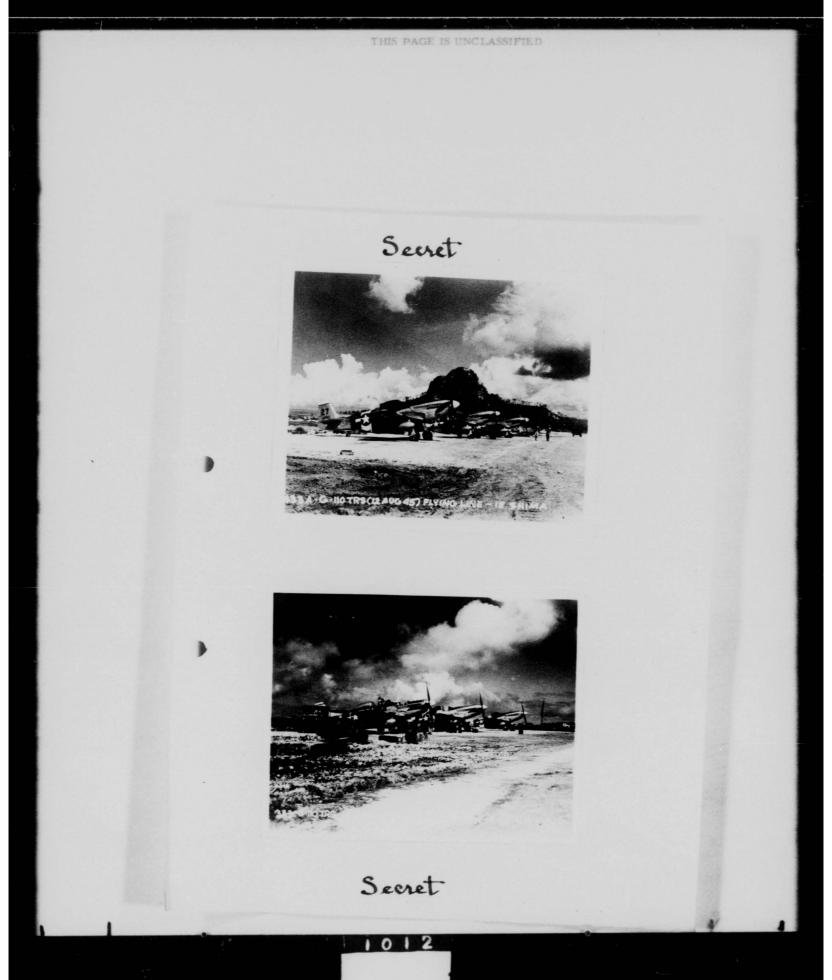


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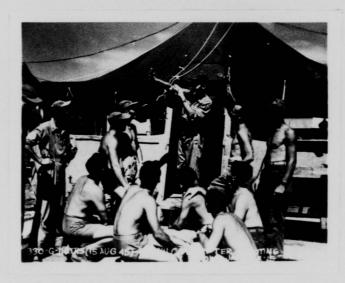
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The Heroes Return



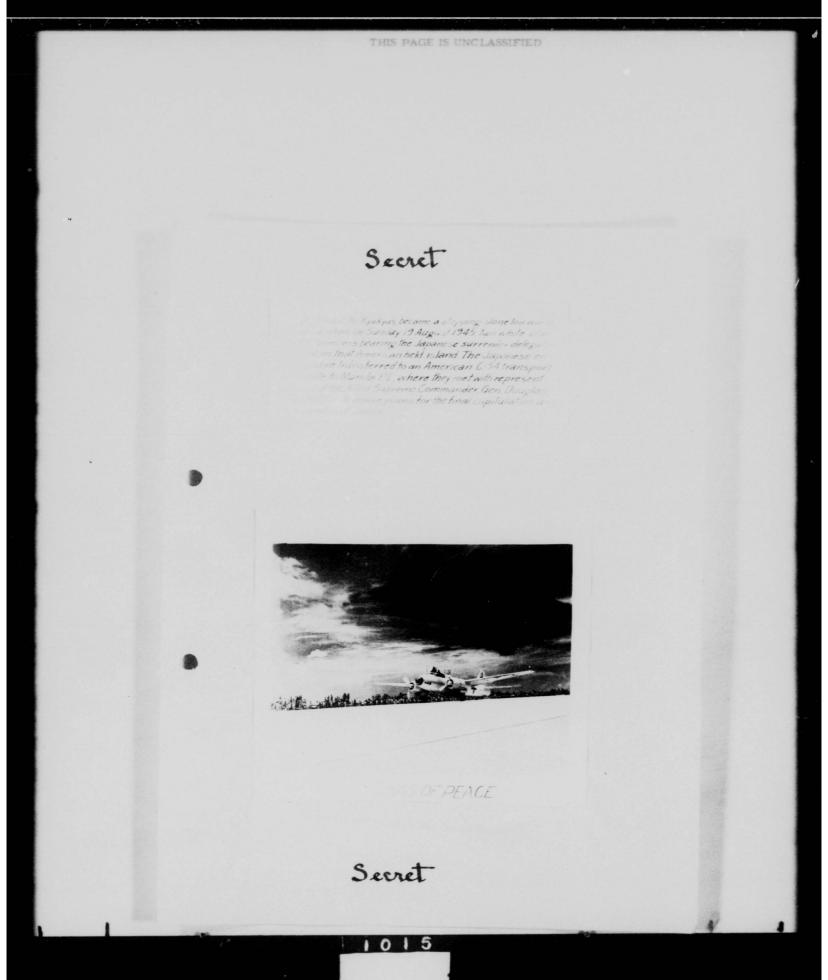
It Was This Way

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news were really true. No official word was received until 15 August when our planes, already air-borne on a mission to Japan, were called back and the mission cancelled. Despite the pressure on 14 August, our planes on a routine mission ran into eight Jap OSCARS escorting a twin-engine bomber. Led by Major Noland, our C.O., our planes attacked the formation and when the "Incident" was over five of the Nip OSCARS were destroyed, one probably destroyed and one damaged. Major Noland accounted for two sure and one probable and Lts. Koykka, O'Neill, and Johnson got one sure each. Since official news of the Jap's acceptance of the peace terms came on the following day, the 110th completed "Another tour" with the same spirit with which it had fought through six major engagements.

After the excitement of the war being over had died down somewhat the Squadron turned out to watch two "Betty" bombers painted white with green crosses on the tail, wings, and fuselage, land on our strip to unload the Japanese envoys on the first lap of their trip to Manila for conference with General of the army Macarthur. The air was filled with rumors despite which training and photo missions continued. The main topic of conversation among the enlisted men was "Points" and among the officers "Combat hours". On 20 August, six officers, Captains George G. Dean, Harry Johnson, and Roy

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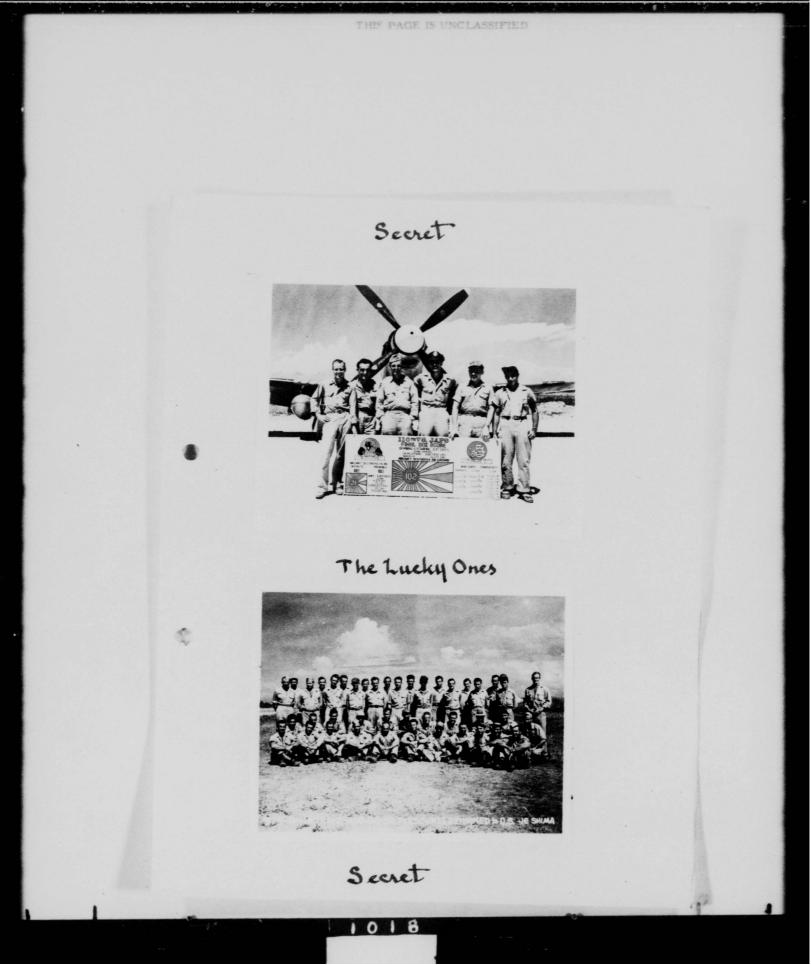
Rule, and 1st Lieutenants Thomas C. Huber, George J. Lewis and Dean C. Ogle departed this station for the U. S. A., having completed the required number of combat hours.

Needless to say they wasted very little time packing and saying good-bye. On 26 August orders were received for all enlisted men with 85 or more points to be processed and packed to return to the states. The 110th had forty-six such men and by recruiting assistance from all sections, Headquarters and Supply had them ready to move, after working all night, at the appointed 0600 hours. Two days later these men left for points so well known to all of us. Despite the departure of most of the "Old hands", the topic of conversation among the enlisted men has not changed.

With the acceptance of peace terms by the Japanese, life was a bit easier for most sections in the Squadron. This, of course, put more work on the shoulders of the Special Service Officer. Due to the Army's slogan, "An Idle Mind is the Devil's Workshop", some sort of work and diversion must be planned to keep all hands occupied. A Soft-Ball league was formed and a Round-Robin tournament is being played. One or two games daily between all the Squadrons of the Group and Group Headquarters are being played. Great competition has arisen and the injective of Special Service was rewarded by building up the morale of

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#### SECRET

"Those left behind". The Squadron, still short on moving picture equipment, is able to attend movies almost nightly at one of the other Squadrons or at Group Headquarters. The U.S.O. brought one of the States' foremost entertainers, Kay Kyser, to the island for a matinee and evening performance on 28 August. Needless to say the four "Dolls" with the show were greatly appreciated by all who could get close enough to see them.

Numerous new assignments were made in the Squadron during August. In line with Army Air Forces Post-War plans, an Officer Pilot was assigned to each section for training purposes. Assignments in the 110th were as follows:

#### NAME

#### ASSIGNMENT

1ST LT ROY F. KAISER
2D LT GUY W. EVANS, JR
1ST LT JACK L PHILLIPS
1ST LT HERMAN L JOHNSON
1ST LT EDWIN L UPTON
2D LT ALVIN G MORELAND
1ST LT STEVE A ETCHISON
1ST LT ROBERT L HAMMOND
1ST LT GORDON D KAUFFMAN
1ST LT PHILIP H KOYKKA
1ST LT ROBERT L SNYDER
1ST LT CHARLES E SAPP
1ST LT ROBERT A STRAIT
1ST LT ROBERT A STRAIT
1ST LT JACK B VOEGELI

ASST A
ASST A
ASST A
ASST B
ASST B
ASST B
ASST B
Transp
1ST LT JACK B VOEGELI

ASST A

Asst Adjutant
Asst Adjutant
Asst Intelligence Officer
Asst Operations Officer
Asst Supply Officer
Asst Supply Officer
Asst Arm & Chem Warfare Off
Asst Mess Officer
Asst Engineering Officer
Asst Mess & Tech Supply &
Transportation Officer
Asst Communications Officer
Asst Photo Officer

There were no promotions among the officers during the month, however, the enlisted men reaped benefits for their

SECRET

2D LT THOMAS P CONNORS

## SECRET

past work and new stripes were in evidence in almost every section. The following HM were promoted to the grade indicated by Special Order No. 147, Par. 5, Hq 71st Reconnaissance Group, dated 30 August 1945:

| NAME   | APTD TO                                |
|--|--|
| T Sgt Choate, Joel O S Sgt Wells, Thomas H S Sgt Flowers, Ralph L S Sgt Wallace, Lewis A Sgt Harrington, Frank J Sgt Weddle, Virgil O Sgt Dence, Robert L Sgt Johnson, Oiva E Sgt Kearins, John F Sgt Smith, Robert J Sgt Early, Francis J Sgt Lucero, Arturo I Cpl O'Byrne, Thomas F Cpl Dewey, Clifford M Cpl Copeland, Ralph L Cpl White, Richard H Cpl Yohe, Arthur L S Sgt Weakley, William F S Sgt Beeres, Donald E S Sgt Derenzo, Samuel F Sgt Pool, Ralph E Sgt Kaminiski, Joseph J Sgt Wagoner, Delmar D Sgt Ferrara, Sam M Sgt Hodge, Ellison H Sgt Johnson, Harvey D Sgt Abramowitz, Milton Sgt Johnson, Charles V Cpl Golden, Warren C Cpl Pursell, Wayne E Cpl Tate, Louie E Cpl Silva, George J Cpl Shafer, Sam A Cpl Whitlow, Otho L Cpl Hauch, Robert H Cpl Watson, Curtis H Cpl Coob, Buster Cpl Yergin, Dale H | HTTSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSS |

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# THIS PAGE IS UNCLASSIFIED SECRET Cpl Walker, James W Cpl Brown, Ernest K Cpl Medlock, Mark V Jr Pfc Romano, Bernard J Pfc Cupan, Paul R Pfc Baumgarner, Warren H Pfc DeFrancisco, William V Pfc Hunter, Leonard F Sgt Sgt Cpl Cpl Cpl Cpl Cpl Cpl Cpl Cpl Pfc Hunter, Leonard F Pfc Spragg, Robert D Pfc Yocham, Raymond C Pfc Soskin, Kalman S Pfc Soskin, Kalman S Pfc Urbanek, Edwin E Cpl Webster, Carl L Cpl Keating, Philip J Cpl Magyoram, Thomas Cpl Grzesiak, Carl R Cpl Darby, Edgar H Cpl Donovan, Frederick F Pfc Philkill, Oscar S Pfc You, Louie Q Pfc Schreiner, Henry C Pfc Whalen, Grover A Jr Pfc Deaton, Melvin Pfc Fookes, Henry H Pfc Frazier, Joe S Pfc Toth, Ernest B Sgt Sgt Sgt Sgt Sgt Cpl Cpl Cpl Cpl Cpl Cpl Cpl Cpl Pfc Toth, Ernest B Pfc Wheler, Arthur G Pvt Soule, Lewis L SECRET - 7 -

#### SECRET

#### HEADQUARTERS

Squadron Headquarters shouldered a majority of the August work in handling the processing of the numerous returnees. Every one in the section, including the C.o. and Adjutant, became "Clerks for a day" and turned out the usual efficient job. With only nine hours to completely process forty-six men for return to the states, the section "Turned on the lights"; the Squadron Mess made the coffee and sandwiches, and the work was achieved by the deadline of 0600 hours on August 27, 1945. The men departed this station two days later - Such is the life in the Army.

The C.O. was in for much "Congrats" for his big part in the "110th massacre" of 14 August, referred to previously in the Narrative, when he sent two Nips to their ancestors and left one standing at the door waiting to get in. The rest of the section completed their routine work which included the picking up of all Ie Shima invasion money. The money had to be re-issued on account of a fluctuation of the value of Sens and Yens.



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## SECRET

#### SUPPLY

As is usual with CM Supply, movements of any kind make for complete chaos for a time. After getting partially straightened out from the move to Ie Shima, the "Point" system and the peace feelers began to take their toll. Checking all equipment for the returnees had been completed when word came that considerable excess equipment could be turned in by all personnel. Men who had been carrying gas masks for four or five years over thousands of miles by rail, boat and aircraft were for the first time able to dress without feeling the tight shoulder and "Belly" bands of one each Gas Mask, M-1 or M-2. Supply, as usual, had the burden of packing this equipment along with the usual monthly routine.



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#### SECRET

#### MESS SECTION

The Mess section took the usual amount of "Jeers and Slurs" during August. Fresh foods are at a premium and of course it was the mess Officer and Sergeant's fault that the 110th was eating dehydrates and "Bully" beef for almost every meal. Very nice mess halls were built up and after a time cooling chambers were received which resulted in some less griping. Some 10 in 1 rations were obtained through the "Mid-night" requisition plan and the Squadron stoves were busy all during the day. The 110th should not be short cooks, if the dishes prepared privately in some of the tents are indicative of the ability of the men inventing them.



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### SECRET

#### TRANSPORTATION SECTION

With the reception of sufficient "Peeps" for each section, the transportation problem was at a minimum during the month. The 1/4 ton vehicles were carefully painted with the section to which they were assigned prominently displayed on the upper cowling. The Section, having had some experience in waiting for vehicles, is seeing that the ones we have are properly serviced and cared for. A dispatcher "Hut" was built at the entrance of the camp area and all vehicles going in or out must check in and out. The system is working very well and transportation is again eliminated as a major problem.



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# SECRET

### PHOTO SECTION

During the month of August the Photo Section again took on a Herculean task. Since a majority of the missions flown during the month were photo, the section worked both day and night developing the prints and taking care of the cameras. Particularly since Japan surrendered has the section been busy. The Squadron planes have been taking a large number of pictures along the Japan coastlines for occupation purposes and these were of course of the first priority.



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### SECRET

### COMMUNICATIONS SECTION

The functions performed by the Squadron Communications Section were largely routine during the month of August. The signal section operated the message center, safehand mail service, teletype traffic, telephone switchboard and cryptographic service. The wire section performed routine maintenance on wire installations. The flight section, including radio and IFF mechanics, performed maintenance on all airborne radio equipment. Routine inspections were conducted by squadron and higher headquarters' communications inspectors. The appointment of 1st Lt. Jack B. Voegeli as Assistant Communications Officer was made and he immediately entered upon his new duties.

Problems encountered during the month: Due to breakdown of teletype communication for a short period, some difficulty was experienced in handling traffic. This was countered by opening of radio station and the use of telephone where possible. Loss of personnel due to return home of men with long service raised some problems, but these were easily met and the section continued to function normally.

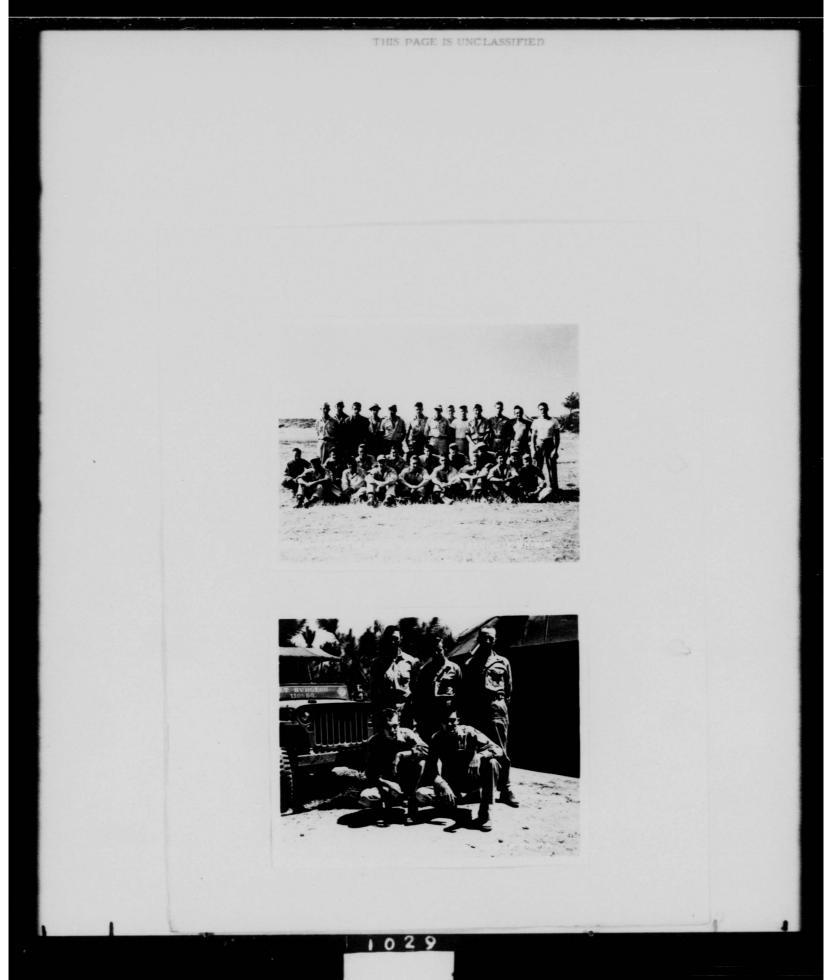


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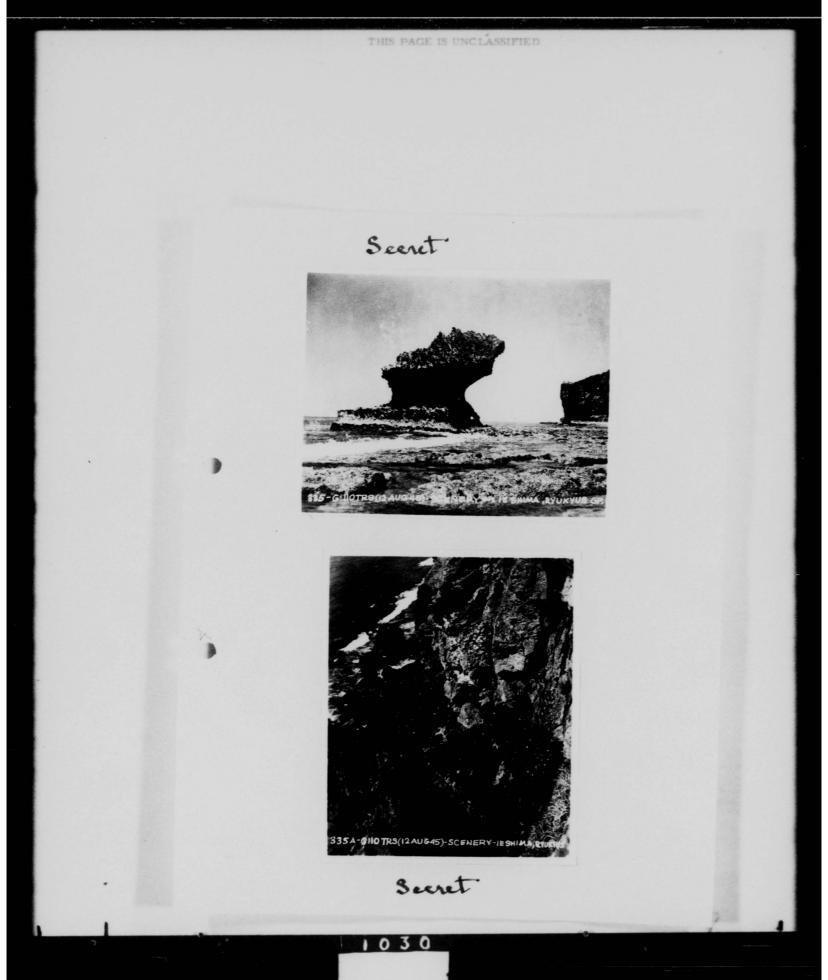
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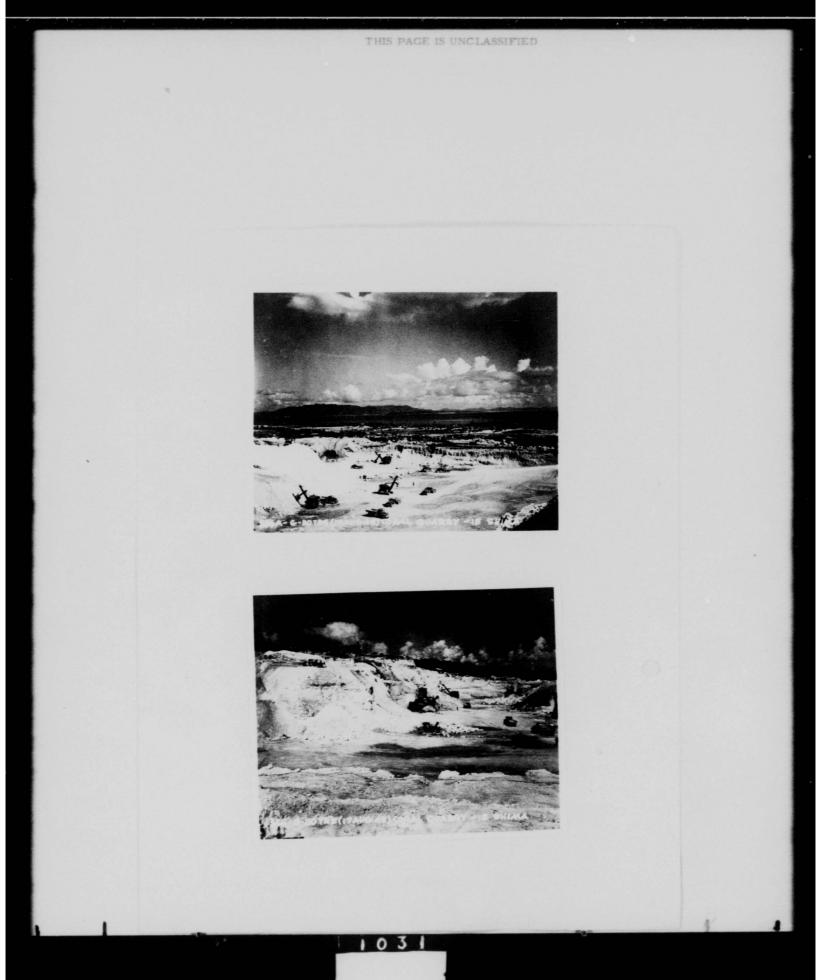
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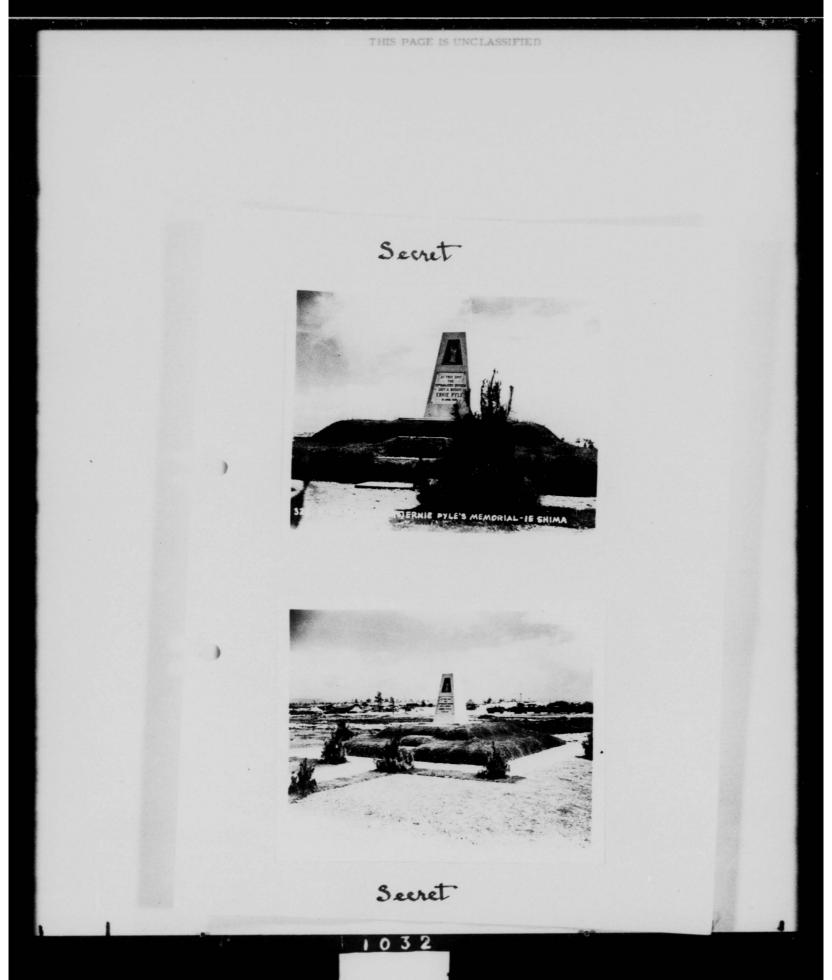
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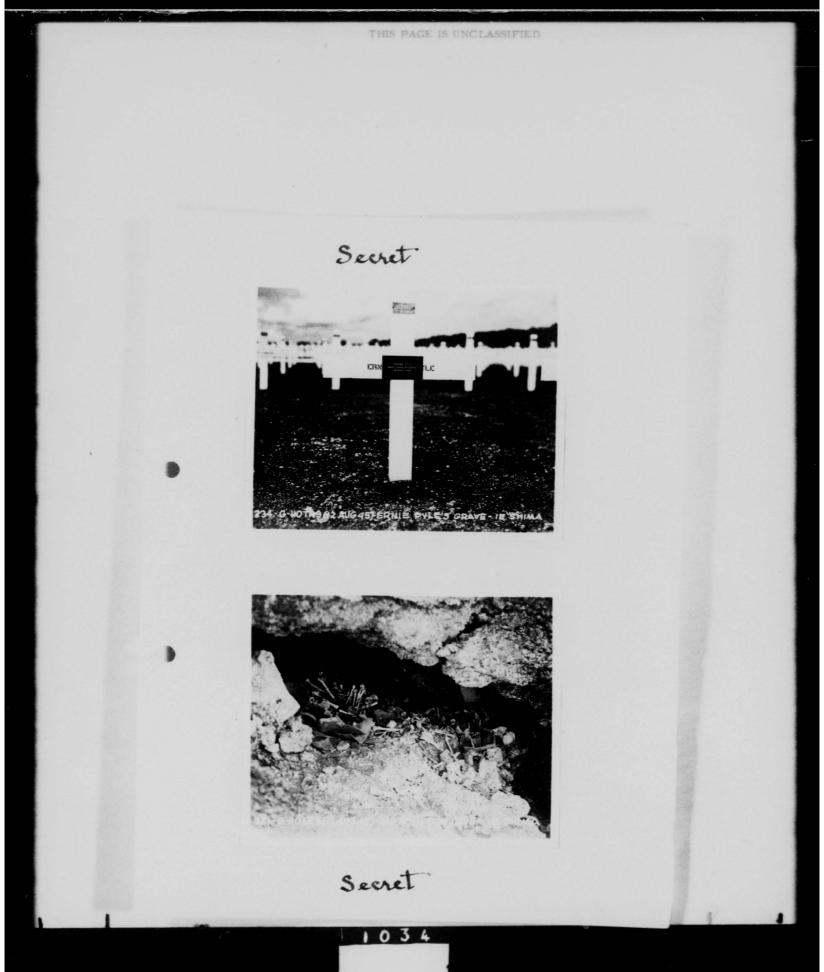
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## SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 245

SECRET Auth: CG Init: 7129 Date: 9-10-95

10 September 1945

Summary No. 22 Su mary of activities for the period 1 August - 10 August 1945.

- A. Surface vessel and submarine sightings:
  - (1) Five Sampans at Saishu Island (33 deg 30 min N 126 deg 56 min E)
  - (2) One 3 masted, 40 ft. sailboat at Saishu Island (33 deg ll min N 126 deg 16 min E)
  - (3) One Tug-boat at Saishu Island (33 deg 30min N 126 deg 23 min E)
  - (4) Four Sampans on river at S. Kyushu (31 deg 49 min N -130 deg 17 min E)
- В. Surface vessels and submarines destroyed: NIL
- Surface vessels and submarines damaged: NIL
- Barges destroyed: NIL
- E. Barges Damaged: NIL
- F. Enemy aircraft destroyed in air: NIL
- Enemy aircraft destroyed on ground: NIL
- Enemy aircraft damaged in air: NIL
- Enemy aircraft damaged on ground: NIL
- J. Ground Installations destroyed:
  - (1) One 1-gun position by strafing at Saishu Island (33 deg 30 min N = 126 deg 48 min E)
  - (2) One locomotive destroyed by strafing at Kyomoski (32 deg 02 min N 130 deg 46 min E)
  - (3) Two trucks destroyed by strafing (31 deg 15 min N -130 deg 30 min E)
- K. Ground installations damaged:
  - (1) One locomotive damaged by strafing at Kyomoski (32 deg O2 min N 130 deg 46 min E)
- L. Estimated number of enemy troops killed or wounded: 25

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# SECRET

- M. Our planes lost through enemy action: NIL
- N. Our planes seriously damaged by enemy action: NIL
- O. Our personnel killed or missing in action: NIL
- P. Our personnel wounded in action: NIL
- Q. Interception: NIL
- R. Bombs dropped: NIL
- S. Ammo expended by type: (1) Cartridge cal. 50, APO, I, and T, 19,400 rounds.
- T. Number of Combat missions flown: 7.
- U. Number of Combat sorties flown: 62.
  - V. Combat time: 292:30
  - W. Total flying time: 367:48

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## SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP

Auth: CG Init: 7858 Date: 9-10-45

10 September 1945

Summary No. 23 Summary of activities for the period 11 August - 20 August 1945

- Surface vessel and submarine sightings:
  (1) Ten merchant vessels, one SU in Fukuoko Harbor
  (2) 1 DD or CL at anchor (33 deg 53 min N 133 deg 03 Min E)
  (3) 20 tugs (33 deg 45 min N 131 deg 00 min E)
  (4) Two SC at (33 deg 21 min N 131 deg 31 min E)
  (5) One submarine (33 deg 20 min N 131 deg 35 min E)
- B. Surface vessels and submarine destroyed: NIL
- Surface vessels and submarines damaged: NIL
- D. Barges destroyed: NIL
- E. Barges damaged: NIL
- F. Enemy aircraft destroyed in air:
  - (1) One Zeke type aircraft destroyed 11 August.
    (2) Five Oscar type aircraft destroyed 14 August.
  - (3) One Oscar type aircraft probably destroyed 14 August.
- G. Enemy aircraft damaged in air: (1) One Oscar type aircraft damaged 14 August.
- Enemy aircraft destroyed on ground: NIL
- I. Enemy aircraft damaged on ground: NIL
- Ground Installations destroyed: NIL
- Ground Installations damaged: NIL
- L. Estimated number of enemy troops killed: NIL
- M. Our planes lost through enemy action: NIL
- N. Our planes seriously damaged by enemy acton: NIL
- O. Our personnel killed or missing in action: NIL
- Our personnel wounded in action: NIL
- Interception: (1) 11 August (33 deg 14 min N - 130 deg 25 min E) two plane

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# SECRET

element intercepted by five Zeke type aircraft.

- (2) 14 August (33 deg 45 min N 130 deg 24 min E) Eight Oscar type aircraft and one twin-engine bomber sighted and engaged.
- R. Bombs dropped: NIL
- S. Ammo expended by type:
  (1) Cartridge cal 50, API, I and T: 7,050 rounds.
- T. Number of Combat missions flown: 8.
- U. Number of combat sortied flown: 57.
- V. Combat time: 261:30
- Total flying time: 305:30

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## SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP

SECRET
Auth: CG
Init: 789
Date: 9-10-45

10 September 1945

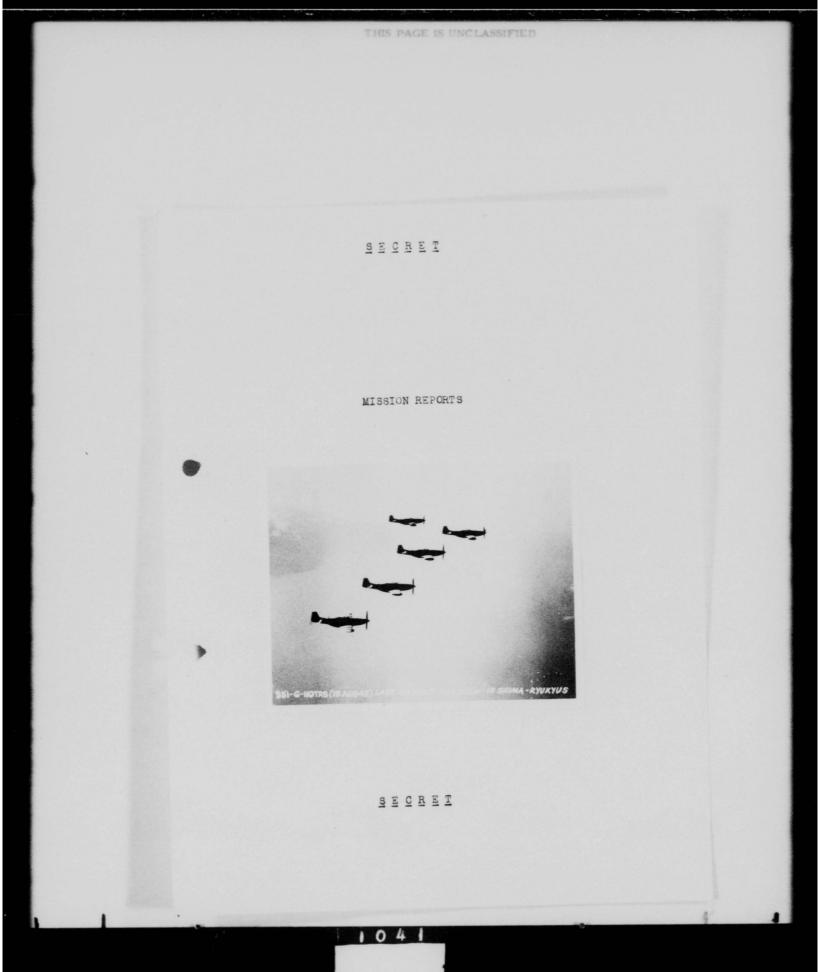
Summary No. 24 Summary of activities for the period 21 August - 31 August 1945

- A. Surface vessels and submarine sightings: NIL
- B. Surface vessels and submarines destroyed: NIL
- C. Surface vessels and submarines damaged: NIL
- D. Barges destroyed: NIL
- E. Barges Damaged: NIL
- F. Enemy aircraft destroyed in air: NIL
- G. Enemy aircraft destroyed on ground: NIL
- H. Enemy aircraft damaged in air: NIL
- I. Enemy aircraft damaged on ground: NIL
- J. Ground installations destroyed: NIL
- K. Ground installations damaged: NIL
- L. Estimated number of enemy troops killed: NIL
- M. Our planes lost through enemy action: NIL
  - N. Our personnel killed or missing in action: NIL
  - O. Our planes seriously damaged by enemy action: NIL
- P. Our personnel wounded in action: NIL
- Q. Interception: NIL
- R. Bombs dropped: NIL
- S. Ammo expended: NIL
- T. Number of Combat missions flown: 10

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# THIS PAGE IS UNCLASSIFIED SECRET U. Number of combat sorties flown: 94 V. Combat Time: 349:50 W. Total Flying time: 402:30 SECRET -2-



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# 71st Reconnaissance Group APO 245

6 August 1948

To: A-2, 91st Non. Ning, Pass to A-2, 5th Air Force.

## FINAL MISSION REPORT

- A. 218-2-5, Sq Mission No 481, 110th Tac Ren Sq, 71st Ren Sp, 5 August 1945, 15 F-6's.
- 2. Recco & photo Salahu Island (25 deg 22 min N-126 deg 32 min E).
- G. TO 0630/1 TOT 1048-1130/1 TL 1815/1 Alt. 2500 ft. to min.
- D. Mesults, mission completed.

Strafed 4 masted radio station at 33 deg 28 min h-128 deg 26 min & with no observed results.

Strafed 4 hips jumping into twin 50 cal gun position at 33 deg 50 min h-125 deg 40 min h resulted in exploding gun pos-

otrafed a killed uniformed hip stop volcanic come searching for planes with field glasses. Strafed a killed another uniformed hip on second nearby cone.

Strafed 20-25 divilian men in field 5 miles on of Salanu To

Strafed two Sampans heading S towards CHIGGI-DO (35 deg 15 min B-126 deg 39 min B) with hits but no observed results.

shore island, vicinity of 33 deg 13 min N-126 deg 36 min 5.

Strafed one of three anchored sanpans at 35 deg 30 min N-126 deg 56 min & with hits but no observed results.

strafed 40 ft. 3 masted sail boat at anchor at 33 deg 11 min &-

Strafed two masted 25 ft. sailboat anchored at 35 deg 13 min N-

Strafed 4 separate groups of 20-25 individuals in fields with undetermined number killed.

Strafed small tug at anchor at 33 deg 30 min k-126 deg 23 min E with unobserved results.

## 216-2-6 continued:

- E. thru F. Bil.
- accurate at min. alt. from 5 m/s positions on each side of 240 deg. airstrip.
  Intense, accurate from medium positions on hill between strip and coast.
  Intense, accurate from medium from hills south of airstrip, heled two planes.
  Accurate, medium from hills south of airstrip, heled two planes.
  Accurate at 200 ft. with planes 5 miles north of airstripled.
  Accurate from 3 m/g positions on tops of medium, inaccurate from 3 m/g positions on tops of medium, moderate, accurate at 4000 ft. from 5 and 33 deg 23 min N-126 deg 14 min 5.
  Accurate at 4000 ft. from 5 and of aux sirbedium, moderate, accurate at 4000 ft. from 5 and of aux sirbedium, moderate, accurate at 4000 ft. from 5 and of aux sirbedium, moderate, accurate at 4000 ft. from 5 and of aux sirbedium, small erms, inaccurate from 33 deg 28 min N-126 deg 26 min 5.

  M/C, meager, inaccurate at min. alt. from small volcanic cone vicinity of 33 deg 14 min N-126 deg 38 min 5.
- a. 9 planes exposed Galf film. Verticals and obliques of auxiliary airstrip at 33 deg 31 min N-126 deg 40 min E at 1106 ITEM.

Verticals & obliques of Salami-TO A/D # 2 133 deg 30 min K-136 deg 30 min E/ at 11101728.

Verticals of SAISHU-FO A/D F 1 (33 dog 12 min N-126 deg 16 min H) at 1045 ITSM.

1. Route: Direct.

SALERU-TO A/D # 2, 33 deg 30 min B-126 deg 30 min E, hed two serviceable strips, one on a 240 deg exis, the second on a 250 deg exis, almost joining at western ends. Photos taken. On one recoo pass sighted one 32 fighter and one twin engine bomber in revetments between atrips.

at 33 deg 31 min N-126 deg 40 min & were 2 auxiliary airstrips, black surface. Photos taken.

at 35 deg 27 min N-126 deg 30 min a were 20 black barracks type of buildings, believed unoccupied as no signs of recent activity observed.

12 uniformed hips with pack, helmets, rifles unobserved, welking westward on road at 35 deg 26 min k-126 deg 26 min &.

Along entire northern coastal area were many volcanic cones. Atop many of these comes were masts with red flags believed to be air raid warning posts. In ground around bases of flagged comes were foxholes and dug outs.

. 5

218-2-5 continued:

Lastern coastal section had many divilians in towns & fields.

In vicinity of 33 deg 32 min R-126 deg 45 min B volcanie some had stone or sement terraced effect on north side.

In open field at 33 deg 16 min N-126 deg 17 min 2 was an serial suspended between 2 forty foot masts. Equipment housed in undetground installation where several uniformed hips took cover as planes approached.

Constal areas have fields terraced with four foot roack a corel retaining walls which would afford excellent defensive positions.

Ho shipping, military installations or activities observed other than reported in paragraphs DOG, HOW & above.

J. WA: En route: scattered belts of 3/10 cumulus between 3000 a 8000 ft.

calumi-TO 18LARD, Borth coast CAVU. Mt. areas scattered cumulus between 2000 & 8000 ft. 8 coast 8/10 to 10/10 sumulus from 200 to 2000 ft. base.

- A. Johnson, Granford, Lewis, Moreland, Mule, Mulcahy, Johnson, Mydroft, Dean, Cakes, Wells, Harmond, Shotwell, Upton and Mrugel.
- 4. 16 % 75 gellon wing tanks jettisoned.
- L. 7600 A .50 cal.

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# 110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

7 August 1945

TO: A-2, Wist Ron. Wing, pass to A-2, Fifth Air Force.

# AMENDMENT TO FINAL MISSION REPORT

- A. 218-Z-5, Sq Mission No 481, 110th Tac Ren Sq, 71st Ren Gp, 6 Aug 1945, 15 F-6's.
- B. Recco & photo SAISHU ISLAND (33 deg 22 min N-126 deg 32 min E).
- C. TO 0830/I TOT 1045-1130/I TL 1315/I Alt. 2500 ft. to min. Amend following paragraphs;
- G. Anti-eircraft fire given as SAISHU-TO A/D# 2 (33 deg 30 min N-126 deg 20 min E) should be changed to unnamed airstrip at 33 deg 31 min N-126 deg 35 min E.
- H. Verticals & obliques of SAISHU-TO A/D # 2 (33 deg 30 min N-126 deg 30 min E) at 1110 ITEM should be changed to unnamed airdrome at 33 deg 31 min N-126 deg 36 min E.
- I. SAISHU-TO A/D # 2, 33 deg 30 min N-126 deg 30 min E changed to read unnamed Airdrome at 33 deg 31 min N-126 deg 36 min E.
  - Add: SAISHU-TO # 2 A/D lies approx. one and one half miles west of town of SAISHU (note AAF 387-C, 1-500,000 shows field east of town) has two runways intersecting to form an "I". Runways are serviceable and one of green sod differential color from adjoining area.
- K. Add: No photos taken of SAISHU-TO # 2 due to misunderstanding of instructions from top cover planes to photo planes on deck.

Above amendment necessary due to error discorvered on viewing developed photos.

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#### CONFIDENTIAL

110TH TACTICAL RECONNAISSANCE SQUADRON
71st Reconnaissance Group
APO 245

7 August 1945

TO: A-2, 91st Ron. Wing, pass to A-2, Fifth Air Force. -

#### FINAL MISSION REPORT

- A. 219-Z-9, Sq Mission No 482, 110th Tec Ron Sq, 71st Ron Gp, 7 Aug 1945, 16 F-6's.
- B. Photo strike against carriers at SASEBO, KYUSHU (33 deg 07 min N-129 deg 44 min E) and bridges at USHIZU (33 deg 15 min N-130 deg 13 min E), KURUME (33 deg 18 min N-130 deg 31 min E), at 33 deg 20 min N-130 deg 50 min E and at KAWASHIRI (32 deg 44 min N-130 deg 41 min E).
- C. TO 0945/I TOT SASEBO 1200-1345/I TL 1545/I Alt. 12,000 min.
- D. Mission completed.
  - 3 individual strafing passes on 12 car freight train east bound at 33 deg 15 min N-130 deg 16 min E resulted in engine spurting steam from many shell holes and train stopping.
  - 2 individual strafing passes on 10 car freight train east stopped facing west at 33 eeg 15 min N-130 deg 25 min E, resulted in hits but no observed damage. Doubt that engine had steam up.
  - 2 individual strafing passes on 150 ft. crane mounted on large barge at 33 deg 06 min N-120 deg 41 min E with no observed results.
  - 4 individual strafing passes on 6 car double-header passenger train traveling east at 33 deg 16 min N-130 deg 07 min E resulted in steam escaping from bullet holes in front engine and train stopping only observed results.
  - 4 indivudual strafing passes on camouflaged 8 car train westbound resulted in steam escaping from bullet holes and train stopping and one strafing pass on adjacent depot at 33 deg 19 min N-130 deg 22 min E with no observed results.

One strafing pass on six car train, westbound at 33 deg 22 min N-130 deg 28 min E, with hits but no observed results.

One strafing pass on street car approaching KURUME, 33 deg 19 min N-130 deg 30 min E, with hits but no observed results.

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219-Z-9, 110th Tac Ron Sq (CONTINUED)

E. thru F. Nil.

- 1. Heavy, moderate, inaccurate at 11,000 ft. while over KURO SHIMA (33 deg 14 min N-129 deg 32 min H) from unobserved positions. 2. Heavy, moderate, inaccurate at 11,000 ft. from unobserved position while over 33 deg 14 min N-130 deg 14 min E. 3. Heavy, moderate, inaccurate at 11,000 ft. over NAGASAKI (32 deg 44 min N-129 deg 53 min E). 4. Medium, moderate, inaccurate at 4000 ft. over SASEBO (33 deg 10 min N-129 deg 43 min E). 5. Medium or light guns, moderate, inaccurate from 5 or 6 positions on ridge top at 33 deg 03 min N-129 deg 41 min L. 6. 2 barrage ballons at 3000 ft. at following positions, probable locations 33 deg 11 min N-129 deg 45 min 5 and at 33 deg 09 min N-129 deg 48 min E. 7. One occupied heavy position located at 33 deg 04 min N-129 deg 39 min 30 sec 2 did not fire. 8. Heavy, moderate, accurate at 8000 ft. while over SUMINOE 33 deg 11 min N-130 deg 15 min N. 9. Heavy, moderate, accurate at 11,000 ft. while over TAKAcolored. 10. Medium, slight, accurate at 7000 ft. while over 33 deg 20 min N-130 deg 30 min B. 11. Heavy, moderate, inaccurate at 11,000 ft. over 33 deg 11 min N-130 deg 22 min E. 12. Heavy, white smoke from small island at 33 deg 06 min N-139 deg 14 min E and from shore line vicinity of 33 deg 09 min N-129 deg 13 min E, possibly intended as smoke screen.
- H. 1. 5 planes exposed GSAP camera film.

  2. Verticals of OMURA BAY (32 deg 59 min M-129 deg 53 min E) at 1220 ITEM; of CV's in SASEBO BAY (33 deg 09 min M-129 deg 43 min E; of USATZU Bridge (33 deg 15 min N-130 deg 13 min E); of KURUME Bridge (33 deg 19 min N-130 deg 30 min E).

  3. Obliques of CV's in SASEBO BAY; radar installation at 33 deg 15 min M-129 deg 45 min E; of Mwy bridge at 33 deg 14 min N-130 deg 15 min E; SASEBO DOCK area at 33 deg 09 min N-129 deg 42 min E; of Mwy bridges & railroad bridges at KURUME (33 deg 19 min N-130 deg 31 min E).

  No other photos due to gas shortage.
- I. Route: Direct to SASEBO KURUME thence direct to base.

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# 2 "

From 10,000 ft. sighted on KOYAGI-SHIMA at 32 deg 41 min N129 deg 49 min & a huge camouflaged area camouflaging part of
land and water area as though hiding dock or dry dock. Frame
work extended from edges as though camouflage still being
erected.
One unidentified 200 ft. vessel moving east at 23 deg 05 min N129 deg 37 min &.

Two northeastern arms of SASEBO HARBOR contained estimated 30 50 small barges, tugs and small shipping. 5 large unidentified
cargo ships in northeast bay.
At 33 deg 05 min N-129 deg 45 min & were three concrete pillars.
20 ft. diameters at base tapering to 6 ft. top diameter at 100
ft. with triangular radar screens on top of each. Photos takes.
Two carriers were sighted, uncamouflaged, at anchor in SASEBO
HARBOR at 35 deg 06 min N-129 deg 44 min 3. One mile south
was D.D. believed stationary as no wake was visible.

- J. WA: En route: 9/10 10/10 undercast at 6000 ft., CAVU above. SASABO 7/10 between 6000 & 7000 ft. with 10 mile visibility due to haze.

  AURUMA erea 3/10 at 4000 ft.

  Return same as an route.
- K. Hough, Kasper, Ogle, Mulcalhy, Hannum, Blaustein, O'Neill, Coble, Snyder, Taylor, Archambeault, Boardman, Huber, Sapp, Atchison, Connors.

51 A 75 gallon wing tanks jettisoned.

Flight waited at SASEBO for one hour from 1200-1300, no divebombers appeared so photo'd bridges & returned to base.

L. 5100 X .50 cal.

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# OPERATIONAL PROIRITY SECRET

110TH TACTICAL RECONNAL SANCE SQUADRON
71st Reconneissance Group
APO 245

TO: A-2, 91st Ron. Wing, pass to A-2, Fifth Air Force.

#### FINAL MISSION REPORT

- A. 220-Z-9, Sq Mission No 483, 110th Tac Ren Sq, 71st Ren Gp, 8 Aug 1945, nine F-6's.
- B. Recco targets of opportunity S. Kyushu. Check on gliders on airdrome at KUMANOTO. Photo bridges on lower KYUSHU.
- C. TO 0810/I TOT 1015-1045/I TL 1240/I Alt. 13,000 ft. to min.
- D. Mission completed.

3 individual strafing passes on unindentified factory building at TAKASE RR junction 32 deg 55 min N-130 deg 34 min E, with hits but no observed results.

One individual strafing passes on 6 planes later found to be unserviceable on Kumanoru A/D (32 deg 48 min N-130 deg 44 min E) with no observed results.

3 individual strafing passes on factory, six sampans and large est. 100 ton barge mounted crane at YATSUSHIRO (32 deg 30 min N-130 deg 37 min E) with hits but no observed results.

One individual strafing passes on 6 unidentified men running down highway at 32 deg 25 min N-130 deg 35 min E, killed four.

2 individual strafing passes on unidentified factory at foot of hill S edge of MARUSHIMA (32 deg 12 min N-130 deg 24 min E) with results unobserved.

One individual strafing passes on four or five sampans at anchor in river at 31 deg 49 min N-130 deg 17 min E with no observed results.

- E. thru F. Nil.
- G. Medium, light, moderate, inaccurate at min. alt. from 5 positions on knoll at 32 deg 41 min N-130 deg 45 min E.
- H. Photos: 2 planes exposed GSAP film.

Verticals starting at TAKAONO (32 deg 03 min N-130 deg 19 min E) showing N edge of town, IZUMI A/D & Hwy bridges SW of KOMENOT\* SU at 1015 ITEM.

Starting at 32 deg 47 min N-130 deg 40 min E of KUMAMOTO TOWN, airfield, and bridges at 32 deg 53 min N-130 deg 58 min E, at 1020 ITEM.

220-Z-9 continued:

Of bridges SE of HITOYASHI (32 deg 12 min N-130 deg 46 min E) at 1025 ITEM.

I. Route: Base to OMUTA - KUMAMOTO - south to coast and direct to base.

KUMAMOTO A/D (32 deg 48 min N-130 deg 44 min E) observed six unserviceable airplanes, low wing monoplanes, fixed landing gear, open cockpit types. Buildings were badly damaged, runway areas appeared serviceable. No gliders or serviceable modern aircraft observed. There may possibly be serviceable A/C disposed and camouflaged at a distance from field but none sighted during recco pass.

5 or 6 car diesel or electric drawn passenger train northbound at 32 deg 50 min N-130 deg 42 min E at 1025 ITEM.

Coatal area from 31 deg 39 min N-130 deg 20 min E south to 31 deg 15 min N-130 deg 15 min E appeared deserted except for small fishing villages with very few small boats along entire area.

- J. WX: En route, CAVU. Southern KYUSHU 9/10 from 5000 ft. as far north as 32 degrees. KUMOMOTO, OMUTA & Bays area CAVU.
- K. Hammond, Lawson, Wells, Johnson, Strait, Moreland, Withee, Koykka & Voefeli.

8 X 75 gallong wing tanks jettisoned.

L. 2000 X .50 cal.

OPERATIONAL PROIRITY SECRET

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#### OPERATIONAL PROIRITY SECRET

# 110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

9 August 1945

TO: A-2, 91st Rcn. Wing, pass to A-2, Fifth Air Force.

#### FINAL MISSION REPORT

- A. 221-Z-42, Sq Mission No 484, 110th Tac Ron Sq, 71st Ron Gp, 9 August 1945, nine F-6's.
- B. Photo mission of A/D's on SAISHU ISLAND.
- C. TO 0745/I TOT 0950-1030/I TL 1215/I Alt. 8000 ft.
- D. Mission completed.
- E. thru F. Nil.
- G. Medium, intense, inaccurate at 8500 ft. over unnamed airdrome at 33 deg 31 min N-126 deg 33 min E, SAISHU IMAND, accurate for altitude but trailing.
- H. Verticals of SAISHU ISLAND from 8000 ft. as follows:
  1000 ITEM, 270 deg. of coastal plain starting at 33 deg 14
  min N-126 deg 23 min E, 1210 ITEM, 90 deg. of SAISHU # 2
  airfield starting at 33 deg 30 min N-126 deg 30 min E, 1013
  ITEM, 90 deg. of unnamed SAISHU ISLAND A/D starting at 33
  deg 31 min N-126 deg 33 min E, 1100 ITEM, 296 deg. of
  SAISHU # 1 starting at 33 deg 12 min N-126 deg 18 min E.
- I. Route: Direct.
  From 8000 ft. at 0950 sighted motor boat at 33 deg 11 min N126 deg 33 min E heading NW and on return at 1050 saw same
  boat heading SE towards small off shore island.

In first large town east of airfield at 33 deg 31 min N-126 deg 33 min E saw large building, paint camouflaged to represent terraced fields. Sighting from 10,000 ft. No photos since could not get clear contact with camera carrying plane.

- J. WX: En route: 2/10 at 5000 ft. with few build ups.
  SAISHU ISLAND 5/10 cumulus around Mt. area. Coast line
  CAVU with some haze.
- K. Ogle, Farrell, Upton, Shotwell, Kauffman, Evans, O'Neill, Gooch & Oakes.
  2 X 75 gallon wing tanks jettisoned.
- L. Nil.

OPERATIONAL PRIORITY SECRET

### OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

10 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2 Fifth Air Force.

#### FINAL MISSION REPORT

- A. 222-Z-46, Sq No. 485, 10 Aug 1945, 110th Tac Ron Sq, 71st Ron Gp, three F-6's.
- B. Armed recco of MIYAKANOJO--OKUOHI--KUSHIKINO--IANIYAMA-YAMAHAWA.
- C. TO 0710/I TOT 0845-1000/I TL 1130/I Alt. 10,000 ft. to min.
- D. Mission completed.

3 individual strafing passes concentration of three small fishing boats in harbor at ABURATSU, 31 deg 34 min N-- 131 deg 25 min E, resulting in good concentration of hits with smoke from one boat.

3 individual strafing passes on flat bed Jap truck containing 6 men at MIYAKONOJO  $\Delta/D$ , 31 deg 44 min N--131 deg 03 min E, resulted in killing 6 occupants and many hits on truck.

1 individual strafing pass on horse-drawn wagon moving SW on highway just SW of MIYAKONOJO at 31 deg 42 min N--131 deg 02 min E resulted in killing horse and driver.

l individual strafing pass on 4 R.R. boxears on siding at TAKASAKI, 31 deg 52 min N--131 deg 04 min E, results unobserved.

3 individual strafing passes on 2 locomotives, one moving into town from the East alone and one coming in from West with 5 freight cars, at KYOMOSHI, 32 deg 02 min N--130 deg 46 min E, resulting in complete destruction of one locomotive by explosion and large concentration of hits on main boilers of second locomotive causing large amounts of steam to escape and locomotive stopping.

l individual strafing pass on R.R. dispatcher's house at OPERATIONAL PRIORITY SECRET

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# OPERATIONAL PRIORITY SECRET

222-Z-46 (CONTINUED) 110th Tac Ren Sq

same location as above causing destruction of building by fire.

l individual strafing pass on a large group of people numbering approximately 150 to 200 in the main street of YOKAMACH at 32 deg 03 min N--130 deg 49 min E resulting in killing 15 to 20 people.

l individual strafing pass on group of 15 to 18 merching uniformed Nips carrying guns and full field equipment in narrow defile just South of KAGEBAI at 31 deg 28 min N-- 130 deg 30 min E resulting in killing 9 or 10.

2 individual strafing passes on truck at 31 deg 15 min N-- 130 deg 37 min E containing three civilian-dressed men resulted in destruction of truck by large concentration of hits and killing one man.

3 individual strafing passes on <code>OKACHUGAMIZU</code> at 31 deg 10 min N--130 deg 35 min E, results unobserved.

- E. thru F. Nil.
- G. Moderate, medium, inaccurate at minimum altitude from MIYAKANOJO and A/D at 31 deg 44 min N--131 deg 03 min E from NW corner of strip.
- H. 1 plane exposed GSAP film.
- I. Route direct. At 31 deg 56 min N--130 deg 42 min E just SW of RR junction was a camouflaged supply dump containing what appeared to be 15 to 20 vehicles.

Just North of AOKI off to side of highway junction at 31 deg 37 min N--131 deg 03 min E was an apparently U/S medium tenk.

On MIYAKONOJO A/D, 31 deg 44 min N--131 deg 03 min E, parked in revetment area was one U/I single engine aircraft.

On East bank of SHIN-KAWA RIVER at 31 deg 42 min N--130 deg 46 min E was an apparently serviceable airfield. Runways were approximately 5000 ft. long, but there was a noticeable lack of activity. At 31 deg 42 min N--130 deg 43 min E and on West bank of SHIN-KAWA RIVER approximately 3 miles West of above A/F was also an unmarked apparently serviceable airfield. Runways were approximately 5000 ft. long and appeared to be hard surfaced, but there was also a noticeable lack of activity.

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# OPERATIONAL PRIORITY SECRET

222-Z-46 (CONTINUED) 110th Tac Ron Sq

In rectangle bounded approximately by 31 deg 34 min N to 31 deg 57 min N and from 130 deg 45 min E to 130 deg 58 min E there were large numbers of caves in hills along main E there were large numbers of caves were about 8 X 10 ft. or highway. The mouths of the caves were about 8 X 10 ft. or large enough to conceal truck or small tank. The caves, however, did not appear recent.

In immediate vicinity of highway from 31 deg 20 min N--130 deg 33 min E South to approximately 31 deg 11 min N--130 deg 38 min E were a number of pillboxes.

- J. En route and return 2/10 cover at 4000 ft. South KYUSHU, CAVU with visibility limited by a layer of smoke or haze from 5000 to 7000 ft.
- K. Pilots: Hough, Boardman, Blaustein.
- L. 3800 X .50 cal., est.

OPERATIONAL PRIORITY SECRET

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# OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissence Group APO 245

10 August 1945

TO: Commanding Officer, 91 Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2 Fifth Air Force.

# FINAL MISSION REPORT

- A. 222-Z-41, Sq No. 486, 10 Aug 1945, 110th Tac Ren Sq, 71st Ren Gp, three F-6's.
- B. Photos of strike results on SASEBO HARBOR.
- C. TO 0950/I TOT 1215/I-1300/I TL 1440/I Alt. 11,000 ft. to min.
- D. Mission completed.

3 individual strafing passes on concentration of approximately 8 to 10 SUGAR CHARLIES at 32 deg 56 min N--129 deg 38 min E resulting in good concentration of hits but no observed results.

- E. thru F. Nil.
- G. Moderate, heavy and medium, inaccurate at 10 to 11,000 ft. from SASEBO HARBOR, 33 deg 08 min N--129 deg 43 min E. Heavy batteries were located on point of land at 33 deg 08 min N--129 deg 42 min E and at point of land 33 deg 06 min N--129 deg 44 min E.
- H. 3 planes exposed GSAP film.

Obliques of 1230/I strike results SASEBO HARBOR, 33 deg 09 min N--129 deg 42 min E. Verticals of 1240/I strike results SASEBO HARBOR, 33 deg 09 min N--129 deg 42 min E.

I. Route direct. NAGASAKI HARBOR at 32 deg 43 min N--129 deg 52 min E contained large concentration of shipping consisting of 4 ships of SUGAR class in inner harbor and one ship of SUGAR class in mouth of harbor, also large amount of smaller shipping.

SASEBO HARBOR still contained the 3 carriers plus a large OPERATIONAL PRIORITY SECRET

### OPERATIONAL PRIORITY SECRET

222-Z-41 (CONTINUED) 110th Tac Rcn Sq

variety of shipping in harbor. Shipping situation practically the same as reported in Mission No. 219-Z-9, there appeared to be no significant changes.

- J. En route and return CAVU with slightly limited visibility off SW coast of KYUSHU due to smoke or haze. Target area CAVU.
- K. Noland, Wells, Rycroft.
- L. 900 X .50 cal.

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### OPERATIONAL PRIORITY SECRET

# 110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

10 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2 Fifth Air Force.

# FINAL MISSION REPORT

- A. 222-Z-42, Sq No. 487, 10 Aug 1945, 110th Tec Rcn Sq, 71st Rcn Gp, four F-6's.
- B. Damage assessment photos of KUMANOTO. Secondary, MIYAKENOJO.
- C. TO 1300/I TL 1600/I Altitude 10,000 ft.
- D. Mission not completed.
- E. thru H. Nil.
- I. Route direct to KYUSHU.
- J. En route and return CAVU.
- K. Pilots: Snyder, Mulcahy, Mrugal, Hannum.
  Flight turned back just South of KYUSHU due to mechanical SNAFU.
- L. Nil.

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# OPERATIONAL PROIRITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON
71st Reconnaissance Group
APO 245

11 August 1945

TO: A-2, 91st Ron. Wing, pass to A-2, 5th Air Force.

#### FINAL MISSION REPORT

- A. 223-Z-43, Sq Mission No 488, 110th Tac Ren Sq, 71st Ren Gp, 11 August 1945, 3 F-6's & 3 P-51's.
- B. Photo Bridges Sector II, KYUSHU.
- C. TO 0715/I TOT 1015-1040/I TL 1300/I Alt. 10,000 ft min. One F-6 SNAFU landed at 0815/I due to MX trouble.
- D. Mission incomplete due to interception.

  At 1025/I 8000 ft. over 33 deg 14 min N-130 deg

At 1025/I 8000 ft. over 33 deg 14 min N-130 deg 25 min E, F. H. MULCAHY shot down one ZEKE type aircraft observed to splash in Bay. Our losses nil.

- E. At 1025/I, 8000 ft. over 33 deg 14 min N-130 deg 25 min E, intercepted by five ZEKE type planes.
- o'clock making diving pass. Flight broke right & left as ZEKE passed and disappeared without firing or being fired upon. Our three plane element at 7000 ft. turned into 4 ZEKES making diving six o'clock high pass. Element leader obtained short burst with no observed hits on leading ZEKE before 4 ZEKES passed beneath. Ieft of formation. Flight Officer MULCAHY, right wing man broke left over element & obtained short deflection burst, before ZEKE passed beneath him. Both Mulcahy and Zeke made climbing turns for another pass. At 300 yards Mulcahy obtained hits, Mip snapped over into dive and with slight smoke trail splashed in bay without burning. Evasive action & speed enabled him to evade remaining 3 Zekes attempting to get in firing position on his tail Tracers observed going by from these Zekes but no hits obtained. Our planes rendevoused and reformed to the
- G. Intense, heavy, inaccurate at 11,000 ft. over FUKOKO (33 deg 06 min N-130 deg 23 min E).
- H. 2 planes exposed GSAP film.
- Route: Direct to SE KYUSHU up east coast to 33 deg N then due to peor visibility missed IIZUKA coming out over FUKU-AKA. Returned to NE KYUSHU, thence direct to base.

Returned to NE KYUSHU, thence direct to base.

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#### 223-Z-44 continued:

FUKUOKA Airfield (33 deg 34 min N-130 deg 22 min E) sighted 5 aircraft in revetments from 11,000 ft. No pictures due to evasive action dodging flak.

FUKUOKA Harbor, sighted one Sugar Uncle 7500 tons, and est. 10 unidentified merchant type of 3500 tons. One DD or CL at anchor at 33 deg 53 min N-131 deg 03 min E sighted from 10,000 ft. No photo ship in element making sightings.

- J. WX: En route 4/10 up to 6000 ft. East coast KYUSHU thick haze to 10,000 ft. limiting visibility to one mile. North KYUSHU 3/10 4/10 cumulus to 4000 ft. visibility 10 miles. Return unchanged.
- K. Archambeault, Evens, Mulcahy, Farrell, Kauffman & Crawford. 10 X 75 gallon wing tanks jettisoned.

Planes were dark green in color and slow in comparsion with the F-6's & P-51's.

L. 1650 I .50 cal.

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# OPERATIONAL PROIRITY SECRET

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# 110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

11 August 1945

TO: A-2, 91st Ren. Wing, pass to A-2, Fifth Air Force.

# FINAL MISSION REPORT

- A. 223-Z-24, Sq Mission No 489, 110th Tac Ren Sq, 71st Ren Gp, 11 August 1945, seven F-6's.
- B. Photo bridges Sector II.
- C. TO 1335/I TOT 1520-1650/I TL 1825/I Alt. 9000 ft. min.
- D. Mission 50 % completed.
- E. thru F. Nil.
- Intense, medium, inaccurate, 1000 to 4000 ft. from 33 deg 13 min N-131 deg 38 min E, 3 miles SE of OITA.

Meager to moderate, medium, inaccurate at 3000 ft. from 53 deg 06 min N-131 deg 46 min E, 3 miles SW of USIKI.

Moderate, medium, inaccurate at 3500 ft. from 4 gun positions about 1 mile NE of TOMITAKA at 32 deg 25 min N-131 deg 38 min E.

- Obliques at 1500/I of KOSEDA (30 deg 53 min N-130 deg 39 min E) Obliques at 1515/I of MACE-SHIMA 30 deg 44 min N-130 deg 52 min H. 1. 3.
  - Obliques at 1530/I of RR bridge at 31 deg 49 min N-131 deg 27 min B.
  - Obliques at 1530/I of MIYAZAKI TOWN (31 deg 53 min N-131 deg 27 min E). OF MITAZARI TOWN (31 deg 33 min N-131 deg 27 min E).

    Obliques at 1545/I of RR bridges at SADAHARA (32 deg 03 min N-131 deg 29 min E).

    Obliques at 1600/I of RR bridges TAMITAKI (32 deg 24 min N-131 deg 25 min E)

  - 7. Obliques at 1615/I of RR bridges NOBEOKA (32 deg 33 min N-
  - Obliques at 1630/I of shipping in bay at 31 deg 28 min N-8.
  - Obliques at 1630/I of RR bridges vicinity OITA (33 deg 14
- min N-131 deg 35 min E).

  Obliques at 1530/I of ER bridges S of MIYAZAKI (31 deg 54 10.
- min N-131 deg 26 min E).

  Obliques at 1535/I of storage building SADAHARA (32 deg 04 min N-131 deg 26 min E).

  Obliques at 1630/I of town of NAKATSU (33 deg 36 min N-131 min E).
- I. Route: Direct to E coast OITA back by same route.

#### 223-Z-24 continued:

RR bridges at SADAHARA (32 deg 03 min N-131 deg 29 min E) bombed out by bombing in three different places.

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Just south of SADAHARA (32 deg 03 min N-131 deg 29 min E) about i mile was an army staff car and flat bed truck loaded with unidentified boxes stopped in middle of road facing west.

J. WX: Same to & return, CAVU visibility limited to 15 miles by smoke & haze.

Target area 10/10 cumulus from deck to 15,000 ft.

Southern tip of KUYUSHU visibility restricted to 2 miles by haze & smoke.

- K. Johnson, Etchison, Sapp, O'Neill, Koykka, Lawson & Taylor.
  No verticles were taken on this mission due to limited ceiling & visibility.
- L. Nil.

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# OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON
71st Reconnaissance Group
APO 245

12 August 1945

To: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2 Fifth Air Force.

# AMENDMENT TO FINAL MISSION REPORT

- A. 223-Z-43, Sq Mission No. 488, 110th Tac Ren Sq, 71st Ren Gp, 11 August 1945, 3 F-6's and 3 P-51's.
- B. thru C. Nil change.
- D. Change to read as follows: At 1025/I, 8000 ft. over 33 deg 39 min N--130 deg 17 min E, F.H. MULCAHY shot down one ZEKE type aircraft observed to splash in bay. Our losses nil.
- E. Change to read as follows: At 1025/I, 8000 ft. over 33 deg 39 min N--130 deg 17 min E, intercepted by five ZEKE type planes.
- F. Nil change.
- G. Change to read as follows: Intense, heavy, inaccurate at 11,000 ft. over FUKUOKA (33 deg 36 min N--130 deg 25 min E).
- H. thru L. Nil change.

### OPERATIONAL PROIRITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

12 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2 Fifth Air Force.

#### FINAL MISSION REPORT

- A. 224-Z-41, Sq Mission No 490, 110th Tac Ren Sq, 71st Ren Gp, 12 Aug 1945, four F-6's.
- B. Photo KURME to recco SW KYUSHU lines of communication.
- C. TO 0700/I TOT 0955-1050/I TL 1215/I Alt. 12,000 ft. min. Two mechanical SNAFU landed at 0715/I, but took off again & joined flight at 0730/I & 0740/I.
- D. Mission completed.

One individual strafing pass at RR repair shop at IJUIN (31 deg 37 min N-130 deg 24 min E) no observed results.

Two individual strafing passes on approx. 2 ton truck moving south of Hwy. carrying est. 10 people just south of KIIRE (31 deg 21 min N-130 deg 33 min E). Resulted in good concentration of hits & truck stopping. E. thru G. Nil.

- H. One GSAP magazine exposed.

Obliques of strike north of KURUME (33 deg 18 min N-130 deg 31 min E) at 0955/I, of harbor and town OMUTA (33 deg 02 min N-130 deg 26 min E) & verticals of strike results KURUME (33 deg 18 min N-130 deg 31 min E) at 0955-1000/I.

I. Route: Up west coast of KYUSHU to KURUME & return by same route to recco area SW KYUSHU thence directly home.

KUSHIKINO at 31 deg 43 min N-130 deg 17 min E was badly destroyed by bombing & on fire. Time sighting 1015/I.

Four coal cars observed on siding at IJUIN (31 deg 37 min N-130 deg 24 min E).

In HIGASHIFUSA (31 deg 18 min N-130 deg 34 min E) stopped at RR station was a train of approx. 3 coaches. On approach of planes all occupants jumped out & ran for shelter along beach.

# 224-Z-41 continued:

In recco area consisiting of SW tip of KYUSHU south of KUSHIKINO (31 deg 43 min N-130 deg 17 min E) there was a very noticable lack of motor transportation, only 2 or 3 vehicles sighted in entire area. Towns in this area also showed a noticable lack of activity and appeared almost described.

In above area bordering main roads were a number of caves and entrenchments affording excellent defensive positions.

- J. En route & return, 3/10 cumulus from 2000 to 4000 ft., target area 5/10 cumulus from 2000 to 4000 ft.
- K. Wells, Strait, Goble & Gooch.

Obliques & verticals of KURMORE may be of poor quality due to smoke & haze.

Not a single burst of flak over KYUSHU was encountered by formation.

L. 600 X .50 cal.

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#### OPERATIONAL PROIRITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconneissance Group APO 245

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13 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

### FINAL MISSION REPORT

- A. 225-Z-43, Sq Mission No 492, 110th Tac Ron Sq, 71st Ron Gp, 13 August 1945, 4 F-6's & 4 P-51's.
- B. Photo bridges in KYUSHU sectors II & III.
- C. TO O810/I TOT 0950-1215/I TL 1400/I Alt. 15,000 min. One mechanical Snafu at 0825/I.
  One mechanical Snafu & 2 plane escort landed at 1210/I.
- D. Mission 75% incomplete due to navigational error. One Nip civilian killed in vicinity of 33 deg 35 min N-130 deg 36 min E, Jap jumped from ox cart and footracing down steep mt. road fell off 150 ft. cliff while looking backward at approaching buzz job.
- E. thru F. Nil.
- G. Intense, medium & heavy, accurate, at 400 ft. from positions in vicinity of 32 deg 44 min N-130 deg 46 min E. Moderate, light, inaccurate at min. alt. from IIZUKA (33 deg 38 min N-130 deg 41 min E).
- H. Obliques of birdges at 32 deg 45 min N-130 deg 45 min E, 33 deg 40 min N-130 deg 26 min E, 33 deg 37 min N-131 deg 05 min E, 33 deg 36 min N-131 deg 11 min E and 33 deg 34 min N-131 deg 18 min E.
- I. Route: Direct to western KYUSHU thence to north & west coast areas, thence direct to base.

  20 to 25 estimated 50 to 75 ft. tugw at anchor in harbor at 33 deg 45 min N-131 deg 00 min E.

  Barrage ballon at 2500 ft. over YUKUHASHI air field (33 deg 45 min N-130 deg 59 min E. Saw 20 single engine and twin engine planes and one very large possibly four engine planes along N S runway.

  Bathing in stream at 33 deg 33 min N-131 deg 23 min E were 3 white men who waved as planes went by.
- En route: CAVU. W KYUSHU towering cumulus from 2000 to 9000 ft. Atomic haze limits visibility to 3 to 5 miles up to 7000 ft.
- K. Hammond, Oakes, Kaiser, Phillips, Johnson, Lewis, Rule, Snyder. 10 X 75 gallon wing tanks jettisoned.
- L. Nil.

#### OPERATIONAL PROIRITY SECRET

# 110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

13 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

#### FINAL MISSION REPORT

- A. 225-Z-42, Sq Mission No 491, 110th Tac Ren Sq, 71st Ren Gp, 13 August 1945, 5 F-6's & 3 P-51's.
- B. Photo bridges in sectors I & II, KYUSHU.
- C. TO 0755/I TOT 0950-1100/I TL 1235/I Alt. 12,000 3000 ft.
- D. Mission 60% incomplete due to weather.
- E. thru F. Nil.
- G. Slight, moderate, inaccurate at 2000 ft. from 4 positions at 33 deg 12 min N-130 deg 22 min E.
- H. Verticals of bridges at (x) 32 deg 55 min N-129 deg 58 min E, (1) 33 deg 04 min N-129 deg 51 min E, (2) 33 deg 26 min N-130 deg 04 min E, (y) 33 deg 22 min N-130 deg 60 min E, (3) 33 deg 15 min N-130 deg 15 min E, (4) 33 deg 14 min N-130 deg 13 min E, (5) 32 deg 49 min N-130 deg 45 min E, (6) 32 deg 31 min N-130 deg 37 min E, (a) 32 deg 30 min N-130 deg 37 min E, (a) 32 deg 18 min N-130 deg 30 min E between 1000 & 1055/I.

Obliques of bridges at (I) 32 deg 55 min N-129 deg 58 min E, (II) 33 deg 04 min N-129 deg 51 min E, (III) 33 deg 14 min N-130 deg 13 min E, (Y) 33 deg 22 min N-130 deg 00 min E, (IV) 33 deg 15 min N-130 deg 15 min E, (V) 33 deg 07 min N-130 deg 28 min E between 1000 & 1025/I.

- I. Route: Direct to northwest KYUSHU, thence south over western KYUSHU & direct to base.
- J. En route: CAVU. West coast of KYUSHU, haze limited visibility to 3 - 4 miles. Cumulus build ups 12,000 ft. Scattered cumulus around 1500 ft.
- K. Upton, Voegeli, Boardman, Shotwell, Dean, Crawford, Hannum & Mulcahy.

12 X 75 gallon wing tanks jettisoned.

L. Nil.

# OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

14 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2 Fifth Air Force.

### FINAL MISSION REPORT

- A. 226-Z-41, Sq No. 493, 14 August 1945, 110th Tac Ren Sq, 71st Ren Gp, four F-6's and four P-51's.
- B. Photo KURUME, TOSU, SAGA, Kyushu; NAZE and HA-ZAKI, Amami-o Shima; and fighter sweep over KYUSHU.
- C. TO 0555/I TOT 0845-0930/I TL 1055/I Alt. 16,000 to
- D. Photo mission 60% incomplete due to weather.
  - 5 OSCAR type aircraft definitely destroyed. 1 OSCAR type aircraft probably destroyed. 1 OSCAR type aircraft damaged.
- Eight OSCARS and one unidentified twin-engine bomber sighted and engaged in the vicinity of 33 deg 45 min N-- 130 deg 24 min E, combat beginning at 10,000 ft. at 0930/Item, ending at 0931/Item.

Two OSCARS sighted and engaged at 33 deg 44 min N-130 deg 55 min E, combat beginning at 7000 ft. at

One U/I aircraft, believed to be OSCAR type, sighted at 5000 ft., vicinity of 33 deg 32 min N--130 deg 48 min E at 0940/Item, breaking into cloud cover before engagement could be effected.

F. Flying at 16,000 ft., course 170 degrees in vicinity of 33 deg 45 min N-130 deg 24 min E, sighted one U/I twin-engine Jap bomber at 7000 ft., course 340 degrees, 0800 o'clock from our formation, and sighted seven 08CARS at 10,000 ft., course 10 degrees in circling climb at 1000 o'clock from our formation.

Our formation was two flights echeloned left and four planes in each flight in line abreast. Jap formation was four ships line abreast, one two-ship element line

OPERATIONAL PRIORITY SECRET 226-Z-41 (CONTINUED) 110th Tac Ron Sq

abreast to left rear, and one single OSCAR at right rear of formation. Japs were flying a beautiful formation.

Our first flight turned to left and came in on tails of left element and right lone OSCAR. OSCARS started a turn to left but all three were hit, burned, and the three pilots observed bailing out. GSAP film exposed on all three, as well as witnesses observing action.

One OSCAR (the 8th sighted) started to make a nine o'clock high pass on wingman of second flight leader, which was making outside turn with first flight. Nip broke off and into high climb as second element broke up into him and obtained hits on nose but there was no smoke or fire as Nip broke away and disappeared. GSAP film exposed.

Remaining formation of four OSCARS broke formation and headed individually for the FUKUOKA area airfields as the flak opened up on both OSCARS and our planes. First flight obtained a slight deflection shot on lone OSCAR with hits along the left fuselage. OSCAR went into a gentle dive emitting white smoke from left wing root and from engine. OSCAR was last seen at 5000 ft. in steep spin and emitting dense white smoke from left side. Witnessed and GSAP film exposed. Our flight broke off to left to avoid flak as remaining Nips disappeared into it.

At 0937/Item, course Southerly 33 deg 44 min N--130 deg 55 min E, sighted and engaged two OSCARS flying easterly, 7000 ft., at nine o'clock from us. Leader of second flight and wingman broke for their tails. Right OSCAR split-essed, left OSCAR chandelled to 11,000 ft. then went into dive. Element leader opened fire at 300 yards closing to 50 yards, obtaining concentration of hits on fuselage and canopy but no smoke or fire. Flight leader pulled out at 4000 ft. with 460 MPH indicated airspeed to avoid crashing into ground, and OSCAR was witnessed by another element leader in fast nose-down spin at 100 ft. altitude when he passed behind small ridge. Actual crash was not observed but OSCAR is claimed as destroyed since it was impossible for OSCAR to pull out. GSAP film exposed and observed by wingman. OSCAR which had split-essed flew Southerly course at 11,000 ft. where other flight leader and wingman obtained a 10 degree deflection shot from rear as OSCAR attempted to break. The left wing exploded and fell off as pilot bailed out. Witnessed, and GSAP film exposed.

OPERATIONAL PRIORITY SECRET

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# OPERATIONAL PRIORITY SECRET

226-Z-41 (CONTINUED) 110th Tac Ren Sq

- G. Intense, medium inaccurate at 5000 ft.
  Intense, heavy, inaccurate at 11,000 ft.
  FUKUOKA area, 33 deg 39 min N--130 deg 25 min E.
- H. Verticals of KURUME and SAGA at 0945-0950/I Eight planes exposed GSAP film.
- I. Route: Base--West coast KYUSHU to NW tip of KYUSHU. Return the same.
- J. En route CAVU.

KYUSHU: CAVU except for 10/10 layer of cumulus, tops at 6000 ft., centered vicinity of 33 deg 25 min N-- 130 deg 30 min E and dense haze over AMAMI-O-SHIMA.

K. Pilots: Noland, Koykka, O'Neill, Evans, Johnson, Moreland, Kauffman, Mrugal.

16 X 75 gallon wing tanks jettisoned.

Planes were a dark green in color on top side and bottoms were painted a light brown color. Original Jap formation was excellent but on attack pilots showed no high degree of ability. Probable mission was escort for the U/I bomber.

NOTE: OSCARS reported in Preliminary Mission Report as two at 33 deg 38 min N--130 deg 34 min E and one at 33 deg 40 min N--130 deg 50 min E contained duplication and error. Correction is two OSCARS at 33 deg 44 min N--130 deg 55 min E.

L. 2800 X .50 cal.

# OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON
71st Reconnaissance Group
APO 245

14 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2 Fifth Air Force.

# FINAL MISSION REPORT

- A. 226-Z-42, Sq No. 494, 14 August 1945, 110th Tac Ren Sq, 71st Ren Gp, eight F-6's.
- B. Photo towns and bridges and CVE on East coast of KYUSHU.
- C. TO 0730/I TOT 1000-1100/I TL 1230/I Alt. 10000 ft. to min.
- D. Mission completed.

5 individual strafing passes of two camouflaged SUGAR CHARLIES at 33 deg 21 min N--131 deg 33 min E in BEPPU-WAN BAY, resulting in column of bluish white smoke from deckhouse on one and white smoke from hatches on second one. Approximately 5 men on the deck were killed.

l individual strafing pass on submarine making crash dive at 33 deg 20 min N--131 deg 35 min E. Sub had just left harbor at OITA. Results unobserved.

- E. thru F. Nil.
- G. Heavy, moderate, inaccurate at 10,000 ft. from A/D at 31 deg 22 min N--130 deg 27 min E. Moderate, light and medium, accurate at minimum altitude from two camouflaged SUGAR CHARLIES IN BEFPU-WAN BAY at 33 deg 20 min N--131 deg 34 min E. Meager, medium, accurate at minimum altitude from 32 deg 15 min N--131 deg 34 min E just North of TSUNO, holed one plane.
- H. Obliques and verticals of CVE and SUGAR CHARLIES in BEPPU-WAN RAY, 33 deg 20 min N--131 deg 34 min E, at 1000/I.

Obliques of RR bridges North and South of KADOGAWA, 32 deg 28 min N--131 deg 39 min R, at 1025 to 1030/I.

#### OPERATIONAL PRIORITY SECRET

THIS PAGE IS UNCLASSIFIED

226-Z-42 (CONTINUED) 110th Tac Ron Sq

Verticals and obliques of RR bridge South of TSUNO at 32 deg 14 min N--131 deg 34 min E at 1020 to 1030/I.

Verticals of RR bridge and highway bridges North of TOMITAKA, 32 deg 25 min N--131 deg 38 min E, at 1020/I.

Verticals of town and bridges at MIYAZAKI, 31 deg 54 min N--131 deg 26 min E at 1030/I.

Verticals of town of ABRATSU, 31 deg 35 min N--131 deg 24 min E, at 1035, 1040, and 1050/Item.

Verticals of town of MIYAKONOJO, 31 deg 43 min N--131 deg 04 min E at 1050/I.

Verticals of town of SHIBUSHI, 31 deg 28 min N--131 deg 07 min E at 1055 and 1100/Item.

I. Route: Up East coast of KYUSHU to BEPPU-WAN BAY, 33 deg 20 min N--131 deg 34 min E, and return by same route.

At 33 deg 22 min N--131 deg 32 min E in BEPPU-WAN BAY, one CVE lying on its side pointing 100 degrees and camouflaged on its side, serviceability U/K due to camouflage. Photos taken.

At 33 deg 21 min N--131 deg 33 min E in BEPPU-WAN BAY, two SUGAR CHARLIES camouflaged with green lashed together perpendicular to the bank. Photos taken.

At 33 deg 24 min N--131 deg 39 min E in BEPPU-WAN BAY, under way on course of 90 degrees was one SUGAR CHARLIE.

At 33 deg 15 min N--131 deg 52 min E ware two SUGAR CHARLIES at anchor together. Both vessels appeared to be empty.

At 33 deg 31 min N--131 deg 41 min E, going South through town of TOTORU was one locomotive with seven passenger cars.

On A/D at OITA, 33 deg 15 min N--131 deg 40 min E, were approximately ten aircraft, apparently serviceable. Six of them appeared to be S/E and four T/E.

At 31 deg 55 min N--131 deg 25 min E on MIYAZAKI there were approximately ten U/I aircraft. About 8 were S/E, further determination of types and serviceability was impossible due to haze and altitude of observation.

OPERATIONAL PRIORITY SECRET

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#### OPERATIONAL PRIORITY SECRET

226-Z-42 (CONTINUED) 110th Tac Ron Sq

J. En route and return 2/10 to 3/10 scattered cumulus from 5000 to 12,000 ft.

Over target CAVU, with visibility limited below 8000 ft to 3 miles due to smoke and haze. 9/10 cumulus clouds over Southern KYUSHU up to 9000 ft., base undetermined.

- K. Pilots: Hough, Kaspar, Etchison, Rycroft, Wells, Taylor, Strait, Farrell.
- L. 1000 X .50 cal., est.

### OPERATIONAL PROIRITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

15 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

# FINAL MISSION REPORT

- A. 227-Z-44, Sq Mission No 495, 110th Tac Ren Sq, 71st Ren Gp, 15 August 1945, four F-6's & four P-51's.
- B. Photo bridge at NOBEKA & fighter sweep.
- C. TO 0550/I TOT 0800-0830/I TL 1005/I Alt. 16,000 -10,000 ft. One P-51 mechanical Snafu landed at 0605/I and one F-6 Snafu landed at 0620/I.
- D. Mission incomplete, all flights called back due to end of war.
- E. through H. Nil.
- I. Route: Direct to KYUSHU, up west coast to 34 degrees and return same.
- J. WX: En route; 1/10 2/10 coverage at 8000 ft. Western KYUSHU undercast at 10,000 ft. Return unchanged.
- K. Johnson, Archambeault, Lewis, Huber, Dean, Kaiser, Rule & Gooch.
- L. Nil.

#### OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

25 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

#### FINAL MISSION REPORT

- A. 237-Z-42, Sq No. 496, 25 August 1945, 110th Tac Ron Sq, 71st Ron Gp, eight F-6's.
- B. Visual and photo recco Eastern and Northern KYUSHU.
- C. TO 1315/I TOT 1445-1730/I TL 1845/I Alt. 800 ft. to min.
- D. Photo mission 100% complete, recco mission 70% complete.
- E. thru G. Nil.
- H. Off shore obliques 10 miles each side of FUKUOKA, 33 deg 35 min N--130 deg 24 min E, between 1437 and 1503/Item.
- Route: Base--West coast KYUSHU--FUKUOKA area--North coast--East coast and to Base.

At approximately 1645/I from distance of 10 miles observed U/I large merchant ship throw up column of black smoke to 150 ft., ship appeared to break in two and sunk. Location of sinking 35 deg 58 min N--131 deg 07 min E. Cause of sinking unknown.

About a thousand Japs swimming on FUKUOKA HARBOR beach, 33 deg 40 min N--130 deg 24 min E, waved to planes.

- J. En route: 100 miles of broken cumulis between Base and KYUSHU. North of this was slight haze.
- K. Pilots: Hammond, Upton, Blaustein, Hamburg, Gooch, Bishop, Connors, McEvoy.
- L. Nil.

# OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

27 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

### FINAL MISSION REPORT

- A. 239-Z-11, Sq No. 497, 27 August 1945, 110th Tac Ren Sq, 71st Ren Gp, eight F-6's.
- B. Offshore obliques of South HONSHU coastline.
- C. TO 0745/I TL 1245/I Altitude 8000 to 3800 ft.
- D. Mission 100% incomplete due to weather.
- E. thru H. Nil.
- I. Route: Base direct to 33 deg 26 min N, 129 deg 57 min E and return.
- J. Base to South tip KYUSHU: 3/10 cumulus, base 2000 ft., tops 8000 ft.
  South tip KYUSHU to N.W. KYUSHU: 2 layers solid stratus, first layer top 3000 ft., second layer top 8000 ft.
  From FUKUOKA, NW KYUSHU, North: Ceiling zero, visibility zero.
- K. Pilots: Noland, Sapp, Wells, Oakes, O'Neill, Clayton, Lawson, Farrell.
- L. Nil.

#### OPERATIONAL PRIORITY SECRET

110th TACTICAL RECONNAISSANCE SQUADRON
71st Reconnaissance Group
APO 245

27 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

#### FINAL MISSION REPORT

- A. 239-Z-42, Sq No. 498, 27 August 1945, 110th Tac Ren Sq, 71st Ren Gp, seven F-6's.
- B. Offshore obliques of South HONSHU coastline.
- C. TO 0745/I TL 1245/I Altitude 8000 to 3000 ft.
- D. Mission 100% incomplete due to weather.
- E. thru H. Nil.
- I. Route: Base direct to 33 deg 26 min N--129 deg 57 min E and return.
- J. Base to South tip KYUSHU: 3/10 cumulus, base 2000 ft., tops 8000 ft.
  South tip KYUSHU to N.W. KYUSHU: 2 layers solid stratus, first layer top 3000 ft., second layer top 8000 ft.
  From FUKUOKA, N.W. KYUSHU, North: Ceiling zero, visibility zero.
- K. Pilots: Johnson, Evans, Voegeli, Lt. Mulcahy, Archambeault, F/O Mulcahy, Rycroft.
- L. Nil.

### CONFIDENTIAL

110TH TACTICAL RECORNALSSANCE SQUADRON
71st Reconnsissance Group
APO 245

24 August 1945

SUBJECT: Information on Missions Flown over Japan.

TO : Commanding General, Fifth Air Force, APO 710. Att: AC of S. A-2.

- 1. The following constitutes a list of offensive sorties and resultant damages to enemy installations of missions flown by this squadron over Japan for the period 6 August through 14 August 1945, inclusive.
  - a. 6 August 1945, 15 sorties.
    Results: Strafed 4-masted radio station at 33 deg 28 min N--126 deg 26 min E with no observed results. Strafed 4 Nips jumping into twin 50 cal gun position at 33 deg 30 min N--126 deg 48 min E resulted in exploding gun position and killing gun crew. Strafed and killed uniformed Nip atop volcanic cone searching for planes with field glasses. Strafed and killed another uniformed Nip on second nearby cone. Strafed 20-25 civilian men in field 6 miles SW of SAISHU TO #2 with number killed undetermined. Strafed small sandbagged building on volcano cone of small off shore island, vicinity of 33 deg 13 min N--126 deg 36 min E. No radar or aerial masts observed. Strafed one of three anchored sampans at 33 deg 30 min N--126 deg 56 min E with results unobserved. Strafed 40 ft. 3-masted sail boat at anchor at 33 deg 11 min N--126 deg 16 min E with results unobserved. Strafed 2-masted 25 ft. sailboat anchored at 33 deg 13 min N--126 deg 13 min E with no observed results. Strafed 4 separate groups of 20-25 individuals in fields with undetermined number killed. Strafed small tug at anchor at 33 deg 30 min N--126 deg 23 min E with unobserved results. CONFIDENTIAL

#### CONFIDENTIAL

A/A fire received:

Ammunition: Nil bombs. 5600 A .50 cal. expended.

b. 7 August 1945, 16 sorties. Results: 3 i dividual strafing passes on 12 car freight train East bound at 33 deg 15 min N-130 deg 16 min E resulted in engine spurting steam from many shell holes and train stopping.

2 individual strafing passes on 10 car freight train, stopped facing West at 33 deg 14 min k--130 deg 25 min E, resulted in hits but no observed damage. Doubt that engine had

steam up.
2 individual strafing passes on 150 ft.
crane mounted on large barge at 33 deg 06 min
N--120 deg 41 min E with no observed results.

4 individual strafing passes on 5 car double-header passenger train traveling East at 33 deg 16 min N--130 deg 07 min E resulted in steam escaping from bullet holes in front engine and train stopping only observed results.

4 individual strafing passes on camouflaged 8 car train westbound resulted in steam escaping from bullet holes and train stopping, and one strafing pass on adjacent depot at 33 deg 19 min N--130 deg 22 min E with no observed results.

l strafing pass on six car train, Westbound at 33 deg 22 min N--130 deg 28 min E, with hits but no observed results.

l strafing pass on street car approaching KURUME, 35 deg 19 min N--130 deg 30 min E, with hits but no observed results.

Ammunition: Nil bombs. 5100 X.50 cal.

Q. 8 August 1945, 9 sorties.

Results:
3 individual strafing passes on U/I
factory building at TAKASE RR junction 32 deg
55 min N=-130 deg 34 min E, with hits but no
observed results.

l individual strafing pass on 6 planes later found to be U/S on KUMAMOTO A/D (32 deg 45 min k--130 deg 44 min E) with no observed results.

### CONFIDENTIAL

3 individual strafing passes on factory, 6 sampans and large est. 100 ton barge mounted crane at YATSUSHIRO (32 deg 30 min N--130 deg 37 min E) with hits but no observed results.

1 individual strafing pass on 6 U/L men running down highway at 32 deg 25 min N--130 deg 35 min E, killed four.

2 individual strafing passes on U/L factory at foot of hill S edge of MARJSHIMA (32 deg 12 min N--130 deg 24 min E) with results unobserved.

1 individual strafing pass on 4 or 5 sampans at anchor in river at 31 deg 49 min N--130 deg 17 min E with no observed results.

Ammunition: Nil bombs. 2600 X .50 cal. expended.

d. 10 August 1945, 3 sorties.

3 individual strafing passes concentration of 3 small fishing boats in herbor at ABURATSU, 31 deg 34 min N--131 deg 25 min E, resulting in good concentration of hits with smoke from one boat.

3 individual strafing passes on flat bed Jap truck containing 6 men at MIYAKONOJO A/D, 31 deg 44 min N--131 deg 03 min E, resulted in killing 6 occupants and many hits on truck.

l individual strafing pass on horse-drawn wagon moving SW on highway just SW of MIYAKONOJO at 31 deg 42 min N--131 deg 02 min E resulted in killing horse and driver.

l individual strafing pass on 4 R.R. boxcars on siding at TAKASAKI, 31 deg 52 min N--

131 deg 04 min E, results unobserved.

3 individual strafing passes on 2 locomotives, one moving into town from the East alone and one coming in from West with 5 freight cars, at KYOMOSHI, 32 deg 02 min N-130 deg 46 min E, resulting in complete destruction of one locomotive by explosion and large concentration of hits on main boilers of second locomotive causing large amounts of steam to escape and locomotive stopping.

of second locomotive causing large amounts of steam to escape and locomotive stopping.

lindividual strafing pass on R.R. dispatcher's house at same location as above causing destruction of building by fire.

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# CONFIDENTIAL

l individual strafing pass on a large group of people numbering approximately 150 to 200 in the main street of YOKAMACH at 32 deg 03 min N-- 130 deg 49 min E resulting in killing 15 to 20 people.

to 16 marching uniformed hips carrying guns and full field equipment in narrow defile just South of KAGEBAL at 31 deg 26 min N--130 deg 30 min E resulting in killing 9 or 10.

2 individual strafing passes on truck at 31 deg 15 min i--130 deg 37 min E containing 3 civilian-dressed men resulted in destruction of truck by large concentration of hits and killing one man.

3 individual strafing passes on OKACHUGAMIZU at 31 deg 10 min h--130 deg 35 min E, results unobserved.

M/A fire received:

Moderate, medium, 1 accurate at minimum altitude from MIYARANOJO and A/D at 31 deg 44 min N--131 deg 03 min E from NW corner of strip.

Amunition expended: kil bombs. 4000 A .50 cal.

e. 10 August 1945, 3 sorties. Results:

3 individual strafing passes on concentration of approximately 8 to 10 SUGAR CHARLIES at 32 deg 56 min N--129 deg 38 min E resulting in good concentration of hits but no observed results.

Ammunition expended: Nil bombs. 900 X .50 cal.

f. 11 August 1945, 6 sorties. Results:

At 1025/I, 8000 ft. over 33 deg 39 min N-130 deg 17 min E, F. H. MULCAHY shot down one ZEKE type aircraft observed to splash in bay. Our losses mil. Interception by five ZEKE type planes.

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### CONFIDENTIAL

A/A fire received: Intense, heavy, inaccurate at 11,000 ft. over FJKJOKA (33 deg 36 min N--130 deg 23 min E.)

Ammunition expended: Nil bombs. 900 A .50 cal.

B. 12 August 1945, 4 sorties.

1 individual strafing pass at RR repair shop at IJUIN (31 deg 37 min N--130 deg 24 min E). Results unobserved.

2 individual strafing passes on approx. 2 ton truck moving South of May, carring est. 10 people, just South of KIIRE (31 deg 21 min h-150 deg 35 min A) resulted in good concentration of hits and truck stopping.

Ammunition expended: Nil bombs. 1200 A .50 cal.

h. 14 August 1945, 8 sorties. Results:

5 OSCAR type sircraft definitely destroyed. 1 OSCAR type sircraft probably destroyed. 1 OSCAR type sircraft damaged.

sight OSCARS and one unidentified twinengine bomber sighted and engaged in vicinity of 33 deg 45 min A--130 deg 24 min E, combat beginning at 10,000 ft. at 0930/I.

Two OCCARS sighted and engaged at 33 deg 44 min N-130 deg 55 min E, combat beginning at 7000 ft. at 0937/I.

44 min k-130 deg 55 min a, domaat beginning at 7000 ft. at 0937/1.
6ne U/I aircraft, believed to be OSCAR type, sighted at 5000 ft., vicinity of 33 deg 32 min N-150 deg 48 min k at 0940/I, breaking into cloud cover before engagement could be effected.

Ammunition expended: Nil bombs. 2800 X .50 cel.

i. 14 August 1945, 8 sorties. Results:

flaged SUCAR CHARLIES at 33 deg 21 min N--131

0 6 1

# CONFIDENTIAL

DEG-33 min M in BEPPU-Wah BAY, resulting in column of bluish white smoke from deckhouse on one and white smoke from hatches on second one. Approximately 5 men on the deck were killed.

killed.

l individual strefing pass on submarine
making crash dive at 33 deg 20 min k--131 deg
35 min E. Sub had Just left harbor at olfa.
desults unobserved.

A/A fire received:

Moderate, light and medium, accurate at minimum altitude from two camouflaged SUGAR CHARLIES in BEPPU-WAN BAY at 35 deg 20 min h-131 deg 34 min E.

Ammunition expended: Nil books. 1500 A .50 cal.

> WILLIAM A. OLSON, Captain, Air Corps, Intelligence Officer

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OPERATIONAL PRIORITY SECRET

110T TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 245

28 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

#### FINAL MISSION REPORT

- A. 240-Z-41 & 42, Sq No. 499, 28 August 1945, 110th Tac Ren Sq, 71st Ren Gp, thirteen F-6's.
- B. Photo Southern HONSHU.
- C. TO 0735/I TOT 1020-1105/I TL 1335/I Alt. 800 ft. One mechanical SNAFU and escort TL 0930/I. One 4-plane flight landed at 1405/I.
- D. Mission 10% incomplete due to misunderstanding of radio instructions.
- E. thru G. Nil.
- H. Obliques of S. HONSHU ISLAND between 34 deg 42 min N--131 deg 49 min E and 34 deg 04 min N--131 deg 02 min E, and between 33 deg 56 min N--131 deg 16 min E and 33 deg 50 min N--132 deg 10 min E.
- I. Route: Base--direct.

At 1050/I from minimum altitude, saw six flat car train loaded with passengers. Could not determine if civilian or military. Train was Southbound, just entering town of SHIMONOSEKI, 33 deg 58 min N--130 deg 57 min E.

Obliques taken of estimated 40 merchant-type vessels, no sign of steam up, at anchor in Straits of SHIMONOSEKI.

Estimated 20 to 30 merchant-type vessels, some with steam up, but all at anchor in bay at 34 deg 23 min N--131 deg 00 min  $\rm E_{\star}$ 

At 1100/I, observed SUGAR CHARLIE class heading 320 deg at 34 deg 28 min N--130 deg 54 min E.

OPERATIONAL PRIORITY SECRET

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### OPERATIONAL PRIORITY SECRET

240-Z-41 & 42, Sq No. 499, 28 Aug 1945, 110th Tac Ron Sq (Continued

J. En route: Base to KYUSHU, scattered cumulus 7000 to 10,000 ft. Island of KYUSHU, solid, cumulus and alto stratus undercast at 9000 ft. Photo area, shore line CAVU; land areas stratus overcast at 5000 ft.

On return: Last 150 miles, cumulus based at 1000 ft., haze and rain showers.

- K. Pilots: Hammond, Phillips, Lawson, Rycroft, Snyder, Goble, Wells, Sapp, Upton, Farrell, Etchison, Shotwell, O'Neill.
- L. Nil.

#### OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71st Reconnaissance Group APO 245

29 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

#### FINAL MISSION REPORT

- A. 241-Z-42, Sq No. 500, 29 Aug 1945, 110th Tac Rcn Sq, 71st Rcn Gp, seven F-6's.
- B. Photo Kyushu, OITA-FURUE coastline.
- C. T.O. 0745/I TOT 0930-1030/I TL 1145/I Alt. 10000 ft. to minimum.
- D. Mission incomplete as photo area was closed by weather.
- E. thru H. Nil.
- I. Route: Base--direct. Return direct.
- J. En route: 8/10 2000 ft. to 10,000 ft. KYUSHU, hilltops to 10,000 ft. with heavy haze and scattered rains. Front to 16,000 ft. over Southern KYUSHU. 4/10 on return route.
- K. Pilots: Withee, Phillips, Lawson, Mulcahy, Strait, Rycroft, Mulcahy.
- L. Nil.

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71st recommaissance Group
ArO 245

29 August 1945

To: Commanding Officer, 91st Recommaissance Ming, Sixth Army GLC, 91st Recommaissance Ming, Lass to A-2, Fifth Mir Force.

### FRANKISSIO REPORT

- A. 241-7-41, Sq No. 501, 29 August 1945, 110th Tac Nen Sq, 71st Ren Gp, six F-6's.
- B. Photo MAKATSU-OITA coastline.
- C. TO 0730/1 TOT 1015-1100/I TI 1315/I Altitude 800 ft.
- D. Mission completed.
- E. thru G. Mil.
- H. Obliques of coastal area between NAMATSU- and OITA, Myushu.
- I. Route: Direct. Return same.
- J. En route: Scattered cumulus 4000 to 8000 ft.
  Fhoto area: Hazy but CAVO along coast line. 9/10 cumulus from deck to 10,000 ft. over KYUSHU land area.
- K. Filots: Wells, Loreland, Boardman, Shotwell, Koykka, Parrell.
- L. Nil.

OPER TI AL PRIORITY SECRET

#### OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON
71st Reconnaissance Group
APO 245

30 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

#### FINAL MISSION REPORT

- A. 242-Z-45, Sq No. 502, 30 August 1945, 110th Tac Rcn Sq, 71st Rcn Gp, seven F-6's.
- B. Obliques of shoreline from OITA to FURUE.
- C. TO 0805/I TOT 1030-1055/I TL 1335/I Alt. 11,000--800 ft. 2 F-6's landed at 1020/I, one mechanical SNAFU and escort.
- D. Mission completed.
- E. thru G. Nil.
- H. Obliques of coastal area between FURUE, 32 deg 41 min N--131 deg 49 min E and SURUSAKI, 33 deg 16 min N--131 deg 41 min E, KYUSHU.
- I. Route: Direct up East coast of KYUSHU and return.
- J. En route and return: 3/10 covered from 3000 to 6000 ft. Target area and Southern KYUSHU: 8/10 covered from 2000 to 16000 ft. with haze restricting visibility to 1½ miles and scattered rain squalls.
- K. Pilots: Taylor, Voegeli, Clayton, Archambeault, Crawford, Keuffman, Blaustein.
- L. Nil.

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### OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON
71st Reconnaissance Group
APO 245

30 August 1945

TO; Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

### FINAL MISSION REPORT

- A. 242-Z-44, Sq No. 503, 30 Aug 1945, 110th Tac Ren Sq, 71st Ren Gp, 3 F-6's and 1 P-51.
- B. Offshore obliques of coastline, SUSA to HAGI and OZUKI to UBE, South HONSHU.
  Offshore obliques of coastline of TAKASU, South KYUSHU.
- C. TO 0930/I TOT 1150-1340/I TL 1530/I Alt. 10,000 ft to min.
- D. Mission completed.
- E. thru G. Nil.
- H. Obliques at 800 ft. of coastline South HONSHU from 34 deg 37 min N--131 deg 36 min E to 34 deg 24 min N--131 deg 22 min E, and from 34 deg 03 min N--131 deg 02 min E to 33 deg 57 min N--131 deg 22 min E.

Obliques at 800 ft. of coastline, South KYUSHU, from 31 deg 23 min N--131 deg 46 min E to 31 deg 20 min N--130 deg 48 min E.

 Base direct to South HONSHU, return direct to South KYUSHU and to Base.

At 34 deg 38 min N--131 deg 35 min E, 1150/I, one FOX TARE CHARLIE at anchor, smoke coming from stack. At 34 deg 23 min N--131 deg 12 min E, 1150/I, one FOX UNCLE at anchor, smoke coming from single stack. At 34 deg 23 min N--131 deg 11 min E, 1155/I, one large TARE class, 2-stack transport, at anchor with smoke coming from stacks. Also one TARE UNCLE with steam up.

- J. CAVU to S. KYUSHU. KYUSHU and S. HONSHU, 8/10 to solid overcast, base 1500 ft., tops 10,000 ft., local showers. Inland see CAVU.
- K. Pilots: Snyder, Sapp, Johnson, Bishop.

L. Nil.

OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON
71st Reconnaissance Group
APO 245

31 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

#### FINAL MISSION REPORT

- A. 243-Z-42, Sq No. 504, 31 August 1945, 110th Tac Ren Sq, 71st Ren Gp, 2 F-6's, 1 P-51.
- B. VR and photo of dams and bridges, KURE to FUKAYAMA.
- C. TO 0700/I. One plane SNAFUED and flight landed at 0800/I.
- D. Mission incomplete.
- E. thru J. Nil.
- K. Pilots: Hammond, Oakes, Boardman.
- L. Nil.

OPERATIONAL PRIORITY SECRET

# OPERATIONAL PRIORITY SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON
71st Reconnaissance Group
APO 245

31 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

# FINAL MISSION REPORT

- A. 243-Z-43, Sq No. 505, 31 August 1945, 110th Tac Ren Sq, 71st Ren Gp, 2 F-6's, 1 P-51.
- B. VR and photo recco communications systems from FUKAYAMA to OKAYAMA, HONSHU.
- C. TO 0705/I TOT 0950-1025/I TL 1305/I Alt. 8000 ft.
- D. Mission incomplete due to weather.
- E. thru H. Nil.
- I. Route: Base direct to target area and return.
- J. Base to S. KYUSHU: 4/10 scattered 3000 to 5000 ft. South to North KYUSHU: 7/10 broken, deck to 15,000 ft., in layers.
  From ODTA North: 7/10 broken from deck to 10,000 ft., solid overcast at 15,000 ft. Rain showers. Haze. Visibility 4 to 5 miles.
  Target area: Ceiling zero, visibility zero, deck to 10,000 ft. Intermittent rain showers. South KYUSHU to Base: CAVU.
- K. Pilots: Upton, Shotwell, Moreland.
- L. Nil.

# OPERATIONAL PRIORITY SECRET

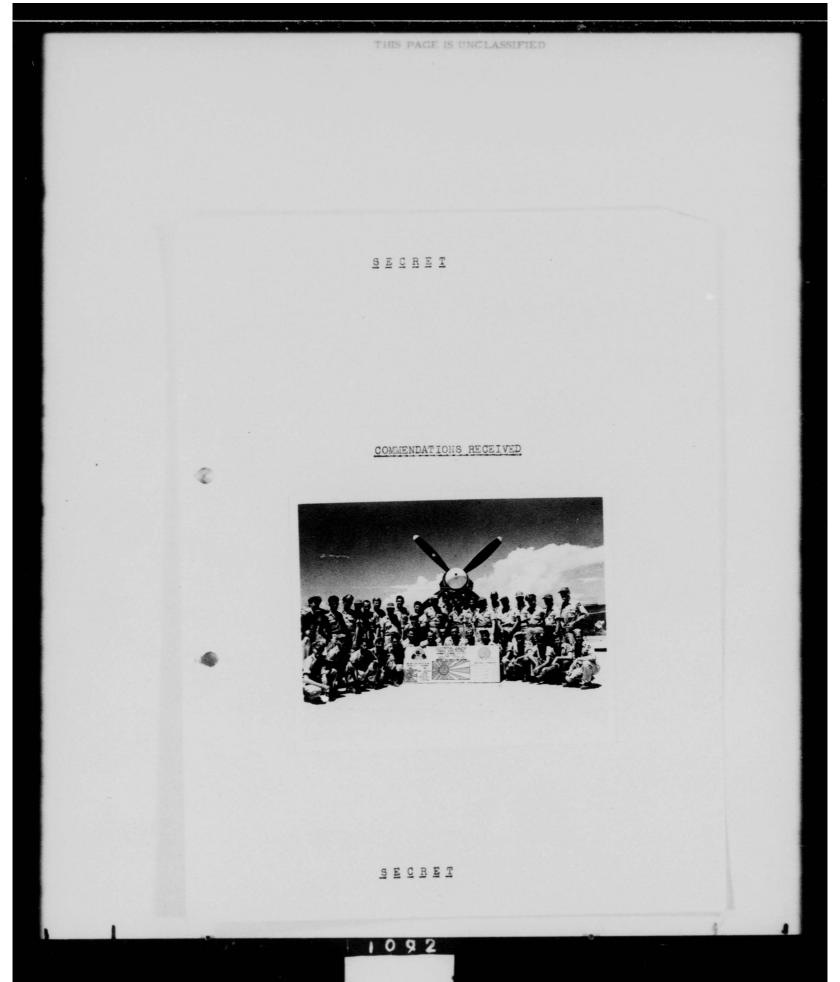
110TH TACTICAL RECONNAISSANCE SQUADRON
71st Reconnaissance Group
APO 245

31 August 1945

TO: Commanding Officer, 91st Reconnaissance Wing, Sixth Army GLO, 91st Reconnaissance Wing, Pass to A-2, Fifth Air Force.

### FINAL MISSION REPORT

- A. 243-Z-47, Sq No. 506, 31 August 1945, 110th Tac Ren Sq, 71st Ren Gp, four F-6's.
- B. Offshore obliques of coastline, FUNAKOSHI to SHONO and from TSURUSAKI to OITA.
- C. TO 0730/I TOT 0930-1030/I TOL 1230/I Alt. 8000 ft.
- D. Mission incomplete due to weather.
- E. thru H. Nil.
- I. Route: Base direct to target area and return.
- J. Base to S. KYUSHU covered from 3000 to 6000 ft.
  S. KYUSHU: 5/10 from 500 ft. to 10,000 ft. 10/10 at
  18,000 ft. from target area North, ceiling zero,
  visibility zero, from deck to 12,000 ft. Haze and rain.
  S. KYUSHU to Base: 2/10 cumulus forming 2000-6000 ft.
  High layer of stratus 15,000 ft. Haze around Base.
  Visibility unrestricted.
- K. Pilots: Strait, Farrell, Koykka, Lawson.
- L. Nil.



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HEADQUARTERS FIFM: AIR FORCE APO 710

19 August 1945.

To the Men of the Fifth Air Force:

Three years ago the Fifth Air Force commenced the fight which now finds us at the approaches of Tokyo. Three years ago we commenced our campaigns against a vicious, arrogant enemy determined to destroy our way of living. Now, that enemy is broken and defeated by you.

Darwin, Moresby, Buna, Tsili Tsili, Loe, Nedzab, Gusap, Hollandia Cape Gloucester, Wakds, Bick, Morotai, Loyte, Mindore, Luzon, Ryukyus, and Jopan bear witness of your victories. Each compaign equinst an always numerically superior and fanatical for resulted in your complete triumph and his overwholming defeat.

For the first time in history, Air Power alone has defeated a major mation.

For the first time in the history of marfare, a nation has surrendered to an energy separated from it by three hundred and fifty miles of open sea. You are the first to achieve complete victory through Air Power.

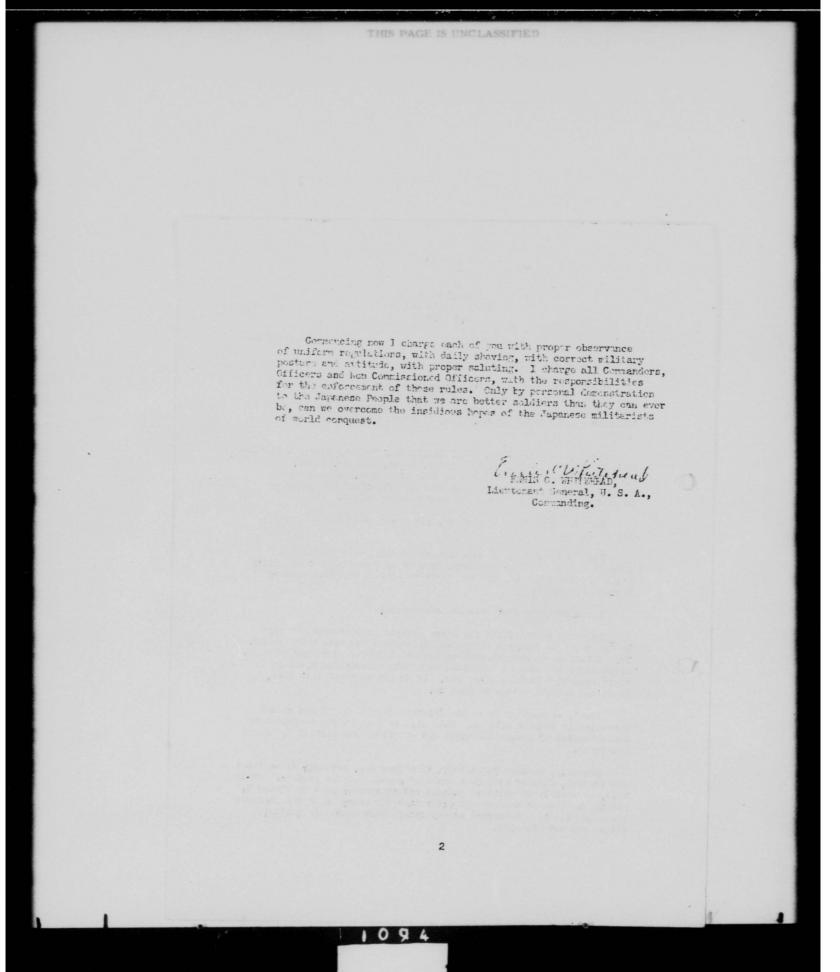
I congratulate you! You are conquerors!

My pride in the Fifth Air Force prempts no to remind you that we are about to occupy a nation of militarists who have been trained free childhood to respect nothing but armed force. For many of these militarists the present armistice is morely a breathing spell in their idea of a hundred years wer. If we are to break this idea, there are several things we must do.

First, we must prove to the Japanese people that Japan cennet mechanically compute with us. This will be done by our overwhelming demonstration of mechanical might and mobility, our simplenes, trucks and tenks.

Secondly, we must demonstrate that free men, properly disciplined and trained, form an Arry that englaved peoples connet produce. To do this, essentials of military customs and courtesies must be observed. Now is the time to commence in order that our entry in to the Japanese homeland will be a deterrent of any future wars which the military clique may have in mind.

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HEADQUARTERS FIFTH AIR FORCE APO 710

AG 201.22

20 August 1945

SUBJECT: Commendation

TO:

All Fifth Air Force Unit Commanders

The following message has been received from the Commanding General, Far East Air Forces:

THE FOLLOWING MESSAGE FROM CONGENAIR TO BE PASSED TO ALL UNITS UNDER YOUR COMMAND: "THE BRILLIANT OFFENSIVE OF THE FAR EAST AIR FORCES UNDER YOUR INSPIRING LEADERSHIP HAS AN OUTSTAND! G FACTOR IN JAPAN'S DEFEAT. LOCKING BACK TO THE HERIOC OPERATIONS OF THE EARLY WAR IN WHICH, GRAVELY OUTNUMBERED AND UNDERSUPPLIED, YOU AROSE FROM THE DUST OF THE PORT MORESBY STRIPS TO STOP THE AUSTRALIA BOUND JAPS IN THEIR TRACKS, IT MAY BE TRUTHFULLY SAID THAT NO AIR COMMANDER EVER DID SO MUCH WITH SO LITTLE. ALL THAT YOU HAVE DONE SINCE HAS MADE AIR HISTORY. THE ARMY AIR FORCES HONOR YOUR FIGHTING SPIRIT, TO WHICH WE SO LARGELY OWE TODAY'S SPIENDID TRIUMPH. SIGNED ARNOLD.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/s T. A. Fitzpatrick T. A. FITZPATRICK, Colonel, AC, Adj. Gen.

HEADQUARTERS FIFTH AIR FORCE APO 710

AG 201.22

20 August 1945

SUBJECT: Commendation

TO: All Fifth Air Force Unit Commanders

The following message has been received from the Commanding General, Far East AirForces:

THE FOLLOWING MESSAGE RECEIVED FROM COMMENSIRFOR COMAF FIVE:
"ALL MEMBERS OF YOURCOMMAND ARE TO BE WARMLY CONGRATULATED ON
THIS HISTORIC OCCASION. OVERCOMING THE TERRIELE ODDS AGAINST
YOU, YOU HAVE GONE FORWARD IN SUSTAINED AND SMASHING COMEAT AT
A PACE WHICH WILL STAND AS ONE OFTHE GREAT ACHIEVEMENTS OF THE
WAR. IN THE ULTIMATE VICTORY OVER JAPAN THE FIFTH AIR FORCE'S
HONORED PART ISMEMORABLE. SIGNED ARNOLD."

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/s/T. A. Fitzpatrick
T. A. FITZPATRICK,
Colonel, AC,
Adj. Gen.

HEADQUARTERS FIFTH AIR FORCE APO 710

AG 201.22

20 August 1945

SUBJECT: Commendation

10: All Fifth Air Force Unit Commanders

The following message has been received from the Commanding General, Far East AirForces:

THE FOLLOWING MESSAGE RECEIVED FROM COMMENAIRFOR COMAF FIVE:

\*ALL MEMBERS OF YOURCOMMAND ARE TO BE WARMLY CONGRATULATED ON

THIS HISTORIC OCCASION. OVERCOMING THE TERRIFLE ODDS AGAINST

YOU, YOU HAVE GONE FORWARD IN SUSTAINED AND SMASHING COMBAT AT

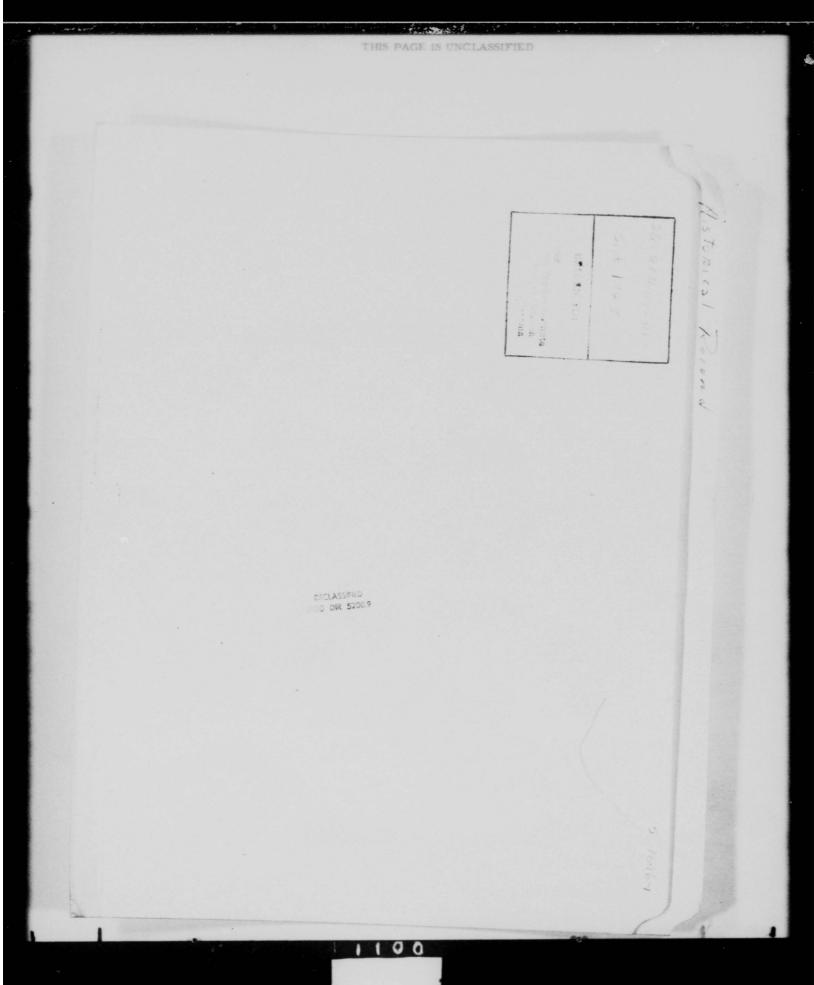
A PACE WHICH WILL STAND AS ONE OFTHE GREAT ACHIEVEMENTS OF THE

WAR. IN THE ULTIMATE VICTORY OVER JAPAN THE FIFTH AIR FORCE'S

HONORED PART ISMEMORABLE. SIGNED ARNOLD.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/s/T. A. Fitzpatrick T. A. FITZPATRICK. Colonel, AC. Adj. Gen.



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SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 715T REGONNAISSANCE GROUP AFOZA5

THIS PAGE IS UNCLASSIFIED

### DESIGNATION SHEET:

AIR FORCE: FIFTH AIR FORCE

WING : 91ST RECONNAISSANCE WING (PHOTO)

GROUP : 715 T RECONDIAISSANCE GROUP

SQUADRON : 110TH TACTICAL RECONNAISSANCE SQUADRON

FallCD : 1 September thru 30 September 1945

Has security of classification of material been checked? Yes

SECRET

### THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS UNCLASSIFIED

110TH TACTICAL RECONNAISSANCE GROUT 71ST RECONNAISSANCE GROUT APO 245

SECRET
AUTH: CG
INIT:
DATE: 24 Nov 45

24 November 1945

SUBJECT: Transmittal of Squadron mistory.

To : Commanding General Army Air Forces Mashington, D.C.

1. In accordance with AR 3A3-103 and AAF Regulation 20-8, submit herewith the September 1945 history this organization, which has been inspected and verified by the undersigned.

2. The material submitted was prepared by 2nd Lt. Reay S. Dick, 0-838867 and 5/sgt Walter E. Allman, AbN 39237892. Facts and observations included in the narrative and not otherwise credited, are based on the personal knowledge and opinions of 2nd at Heay S. Dick and staff sergeant Walter E. Allman.

Flay South REAY'S. DICK 2nd Lt., Air Corps, Commanding (Records Resping Unit) THIS DACE IS HNCLASSIFIED

### SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP AFO 245 SECRET: Auth: C.G. Init: Date: 24 Nov 45

24 November 1745.

SUBJECT: Historical Record and History of the light Tactical Reconnaissance Squadron.

To : Commanding General Army Air Forces Washington, D.C.

1. In compliance with army Regulation 345-105, 18 November 1929, as amended; AAF Regulation 20-8, 19 July 1943; Overseas Historical Officers' Circular No. 1, and Fifth Air Force Regulation No. 20-8, 7 February 1944; the following historical data are submitted for the period i September 1945 through 30 September 1945.

a. Original Unit: This entire paragraph same as in the history for the period 1 August 1945 through 31 August 1945.

- b. Changes in Organization: None.
- c. Strength

| (1 | ) Par | rsonnel, Commissioned and Enlist   | ed: Off | icers  | Enlisted |
|----|-------|--|---------|--------|----------|
| 17 | .,    | Colline 1, Collins of the Collins of | Flying  | Ground | Men      |
|    | (=)   | At the beginning of period   | 42      | 12     | 181      |
|    | (b)   |  | 0       | 0      | 0        |
|    | (c    |  | 17      | 0      | 92       |
|    |       | At the end of period   | 25      | 12     | 89       |

#### d. Airplanes

Due to the orders for inactivation of the 110th Tactical Recon Squadron, the squadron history for September was not written. There are also many status reports which are unavailable. The present writer was not in the squadron at the time, nor does he have access to some records that were shipped or destroyed. This history will be as accurate as the limited information allows.

- e. Station Ie Shima, Ryukyus.
- f. Bombs dropped and ammunition expended information unavailable

- 5. Enemy attacks on ground installations No information available.
- h. Ground battles None.
- i. Losses in action None.
- j. Present and former members who have distinguished themselves Nil
- k. Narrative

Clouds, rain, fronts, and much talk of typhoons kept most planes on the ground and their personnel indoors. The only thing not damp was the limitless conversation about peace, the future, home, points, and some whispers about occupation.

Each tent was a veritable hotbed of the newest and latest of anything and everything.

After the 2nd of September, when the halt signal was given, the flying became rather unstable and only surveillance missions were flown. More attention was paid to catching up on the odds and ends that had been accumulating.

Four men who had been hospitalized were returned to the fold by the 6th of September. Then began a series of transfers, receiving of awards and decorations, and shifting of personnel within the unit at a rate greater than in previous months. Starting September 7th, six transfers were effected; four went to the 82nd Tactical Recommaissance Squadron, two to the 71st Recommaissance Group. 41 officers and 70 enlisted men added five points to their ASR score on the 10th of September for their participation in the Western Pacific campaign.

on 11 september the s-1 section put in a busy day adjusting scores, using the new directive for joint recount 12 May 1945 to 2 september, adding in the new battle star and striving to do the best they could by everyone.

The 13th wasn't such a bud number after all, for on that date seven men packed up for a trip to the 13th heplacement bepot. The following day, two officers left for the heplacement bepot with a gleam in their eyes. The 14th also saw two first lieutements hade captains, and two second lieutements made first lieutement.

On the 15th, nine enlisted man were transferred from ordnance to Air Corps, one enlisted man was transferred to the 64th Air Service Group, eleven Air Medals were presented to officers, and three promotions from 2nd Lieutenant to 1st Lieutenant were received.

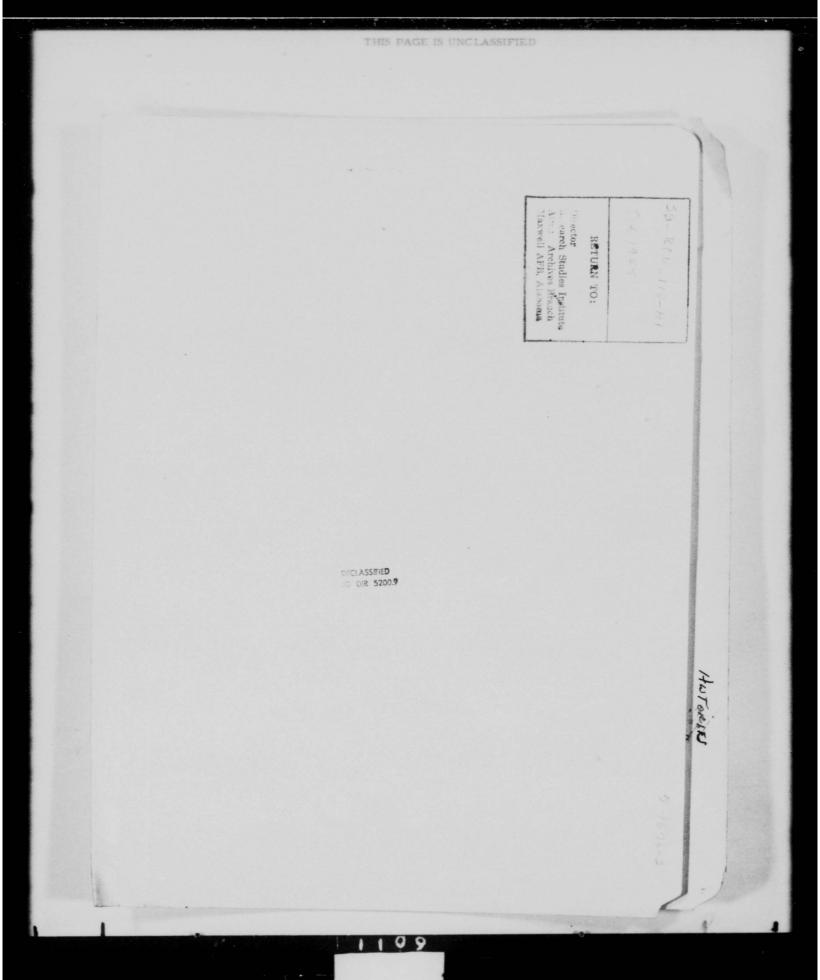
From then until the 25th of Deptember there were no changes in the squadron. The respite was merely camouflage however, the calm before the storm. On the 25th the purge started, with the transfer of twelve officers and eighty enlisted men to the 20th Bomb Group. This mass transfer was effected with little difficulty and the rest of the month rolled past with only normal routine duties to perform.

on 30 September the 110th Tactical Reconnaissance Squadron was reduced to a Records Reeping Unit, as per Paragraph 1, Special order Number 217, Headquarters 91st Recommaissance Wing. All personnel were transferred by this order to the 460th Fighter Squadron, leaving two officers and one enlisted man.

# THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS UNCLASSIFIED September was the last month that the squadron was to see as a large and active unit. From its activation to near inactivation, it had written a gallant page in the history of aerial warfare. It is hard to realize that the 110th Tactical Reconnaissance Squadron is nearing the end of its active life and is soon to be retired. One can find, however, much compensation in the memories, deeds, and words that recall its deathless glory.

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### SECRET

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APC 245

### DESIGNATION SHEET:

AIR FORCE: FIFTH AIR FORCE

\*ING : 915T RECOMMAISSANCE WING (FROTO)

GROUP : 715T RECOMMISSIANCE GROUP

S CADRON: LICTH TACTICAL RECORNAL SANCE S DADRON

FishIOD : 1 October thru 31 October 1945

Has security of classification of material been checked? Yes

SECRET

110TH TACTICAL RECONNAISCAN ROUP
APO 245

SECRET: Auth: C.G. Init: Date: 27 Nov. 1945

27 November 1945

SUBJECT: Transmittal of Unit History.

TO : Commanding General,
Army Air Forces,
Washington, D.C.

1. In accordance with AR 345-105, and AAF Regulation No. 20-8, submit herewith the October 1945 History of this organization, which has been inspected and verified by the undersigned.

2. The material submitted was prepared by Lt. Reay S. Dick, 0-838867 and S/Sgt. Walter E. Allman, 39237892, Air Corps. Facts and observations included in the narrative and not otherwise credited are based on the personal knowledge and openions of Lt. Reay S. Dick, and S/Sgt. Walter E. Allman.

REAY S. DICK 2nd Lt. AC Commanding

110TH TACTICAL RECONNAISSANCE SQUADRON 71ST RECONNAISSANCE GROUP APO 245

SECRET: Auth: C.G. Init: Date: 27 Nov. 1945

27 November 1945

SUBJECT: Historical Record and History of the 110th Tactical Reconnaissance Squadron.

TO: Commanding General, Army Air Forces
Army Air Forces
Washington, D.C.

1. In compliance with AR 345-105, dated 18 November 1929, as amended by changes 1 and 3, dated 22 November 1930, and 9 March 1943, Fifth Air Force Regulation No. 20-8 and Army Air Forces Historical Officers Circular as issued, the following historical date are submitted for the period 1 October thru 20 October 1945.

a. Original Unit: No change

(d) End of period

- b. Changes in Organization: None
- c. Strength:

| (1) P | ersonnel, | Commis  | sioned a | and Enli |                         |
|-------|-----------|---------|----------|----------|-------------------------|
| (a)   | At begin  | ning of | period   | 0-25     | Ground<br>0-12<br>EM-89 |
| (b)   | Increase  | during  | period   | 0-1      | 0<br>EM                 |
| (c)   | Decrease  | during  | period   | 0-25     | 0-12<br>EM-88           |

0-1

(2) Airplanes: Due to the inactivation of the 110th Tactical Reconnaissance Squadron, the history for October was not written. Many of the reports for writing the history now are unavailable. The greent writer writer will write the history as accurately as is possible.

- d. Stations: Chofu, Honshu, Japan
- e. Missions or sorties and results: Unknown.
- f. Bombs dropped and ammunition expended: None.
- g. Enemy attacks on ground installations None.
- h. Ground battles None.
- i. Losses in action None.
- Present and former members who have distinguished themselves - Nil.
- k. Narrátive

As stated in the September history, the 110th Squadron is merely a Records Keeping Unit, consisting of one officer and one enlisted man present for duty. Their duties are to take care of routine correspondence, forward mail, and to make proper disposition of the unit files at such a time as the unit completely deactivates.

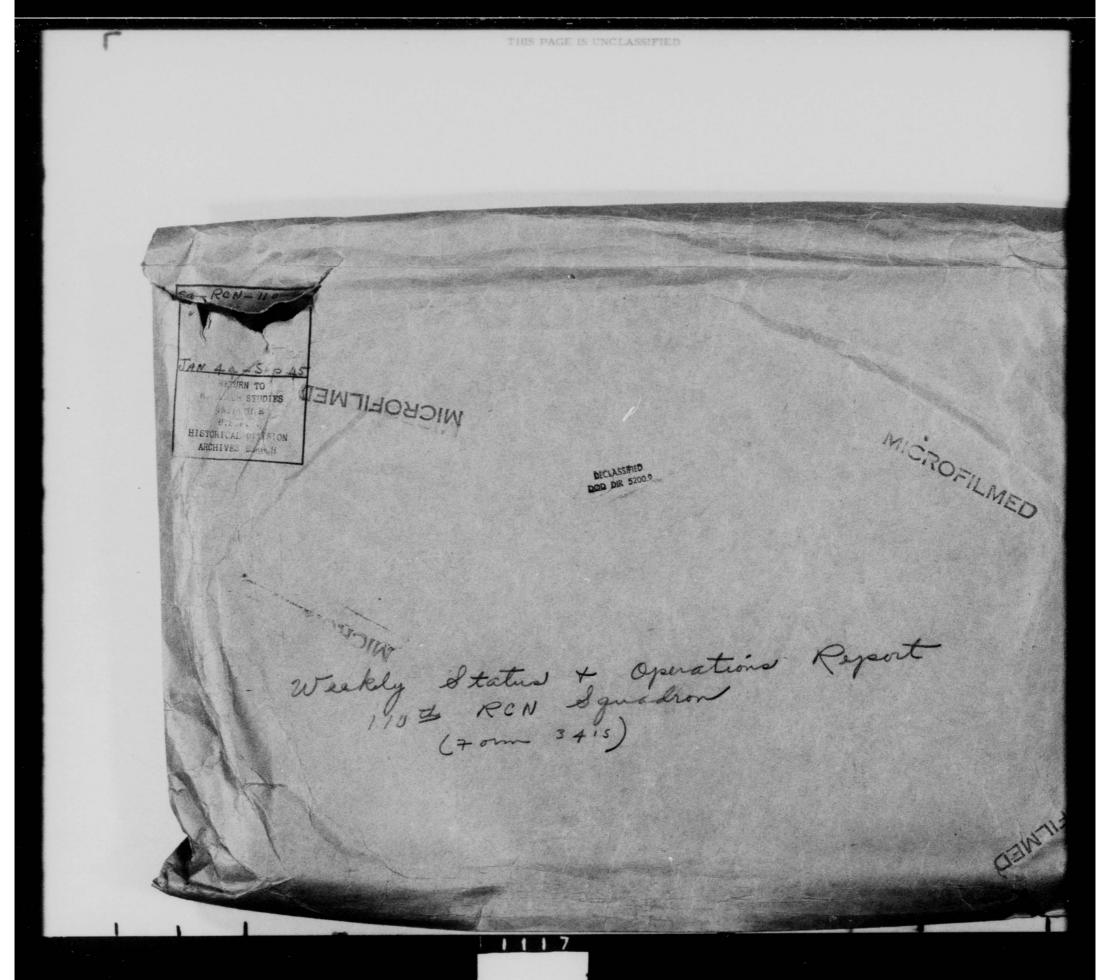
Major George K. Nolan continued to command the unit while awaiting orders to return to the United States on points. His one enlisted man was S/Sgt Walter E Allman.

On 6 October Major Nolan and S/Sgt Allman roved with the unit records from Ie Shima to Chofu, Honshu, Japan by B-24. Here they were assigned living quarters and an office in barracks used by Headquarters, 71st Reconnaissance Group.

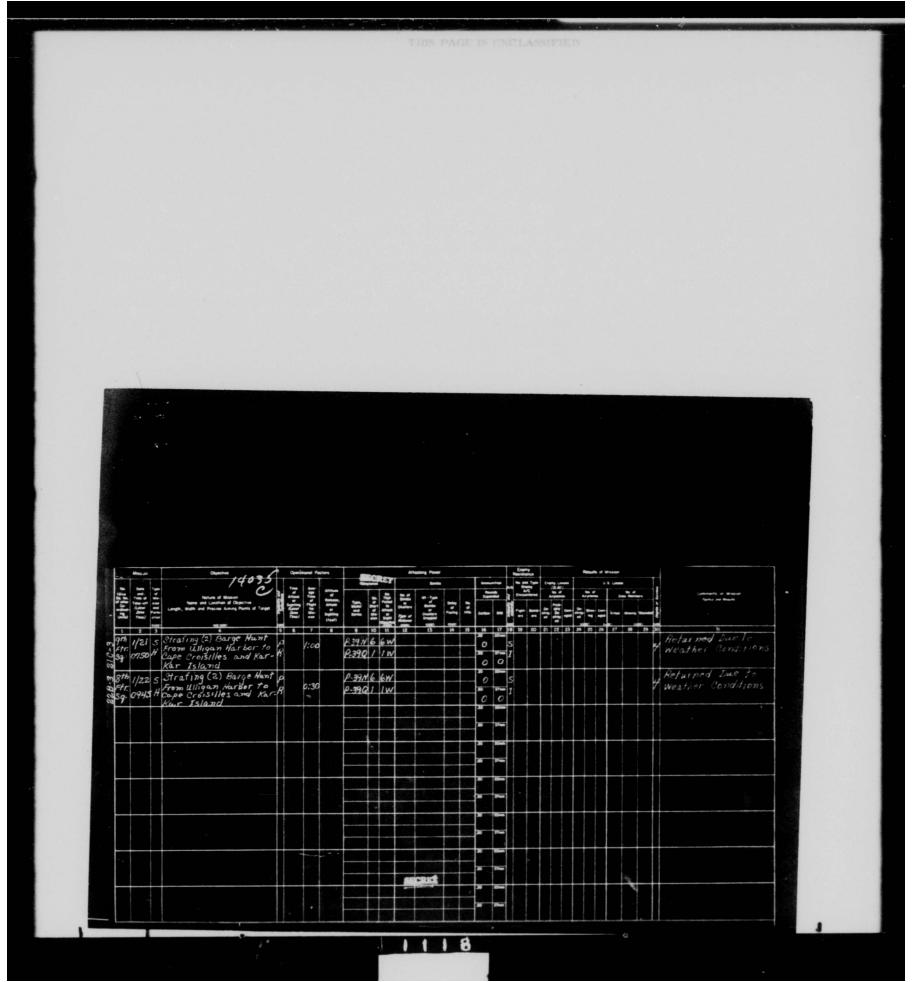
On 13 October, Major Nolan received orders to return to the United States. Second Lt. Reay S. Dick, 0-838867 assumed comrand of the records keeping unit per Special Order 165, par 1, Headquarters 71st Reconnaissance Group, dated 13 October 1945.

On 23 October the records keeping unit moved to Tachikawa Technical Air School, where it was attached to Headquarters 91st Reconnaissance Wing.

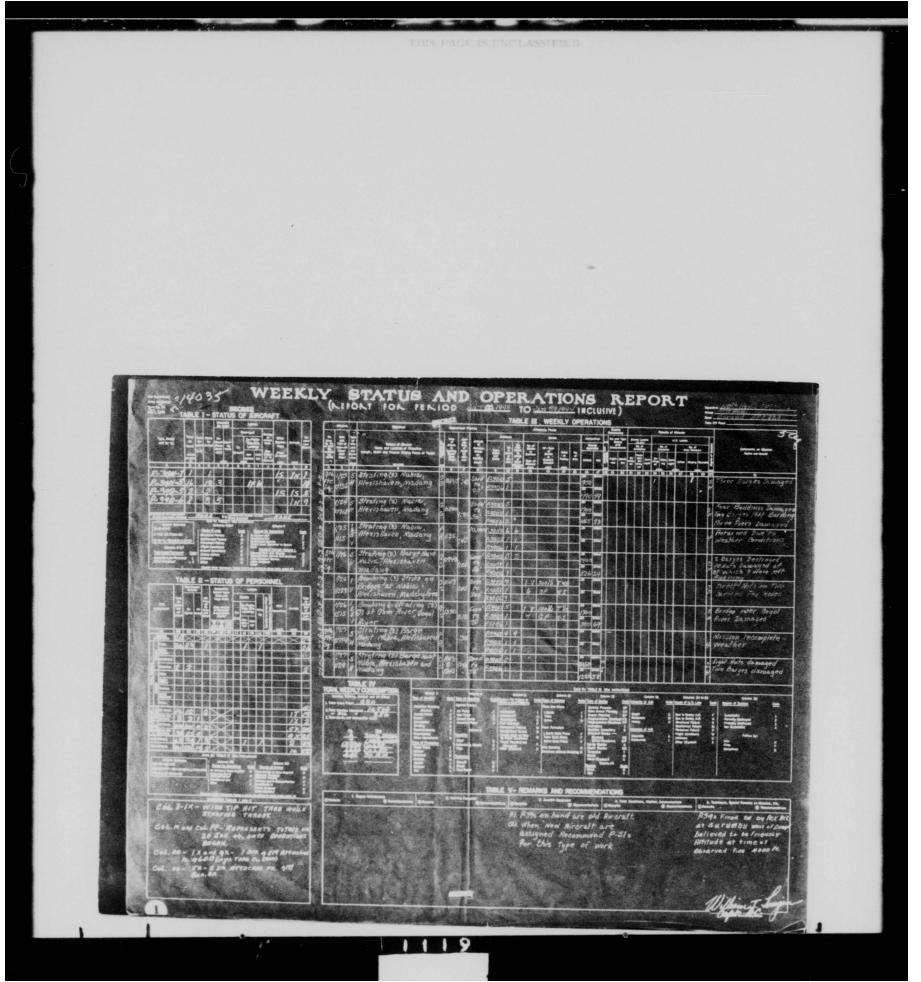
General Order No. 2142, Headquarters,
Fifth Air Force, dated 25 October 1945, transferred
the unit to the 7th Air Force. However, the personnel
remained attached to the 91st Reconnaissance Wing for
rations and quarters.



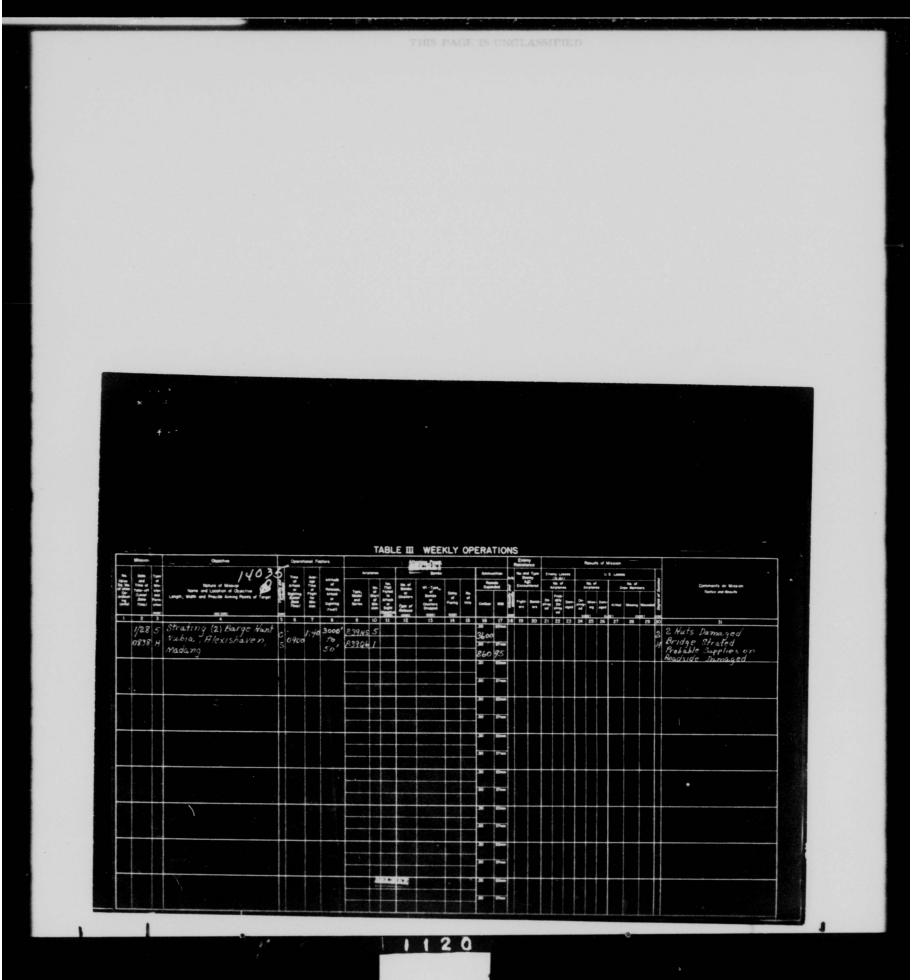
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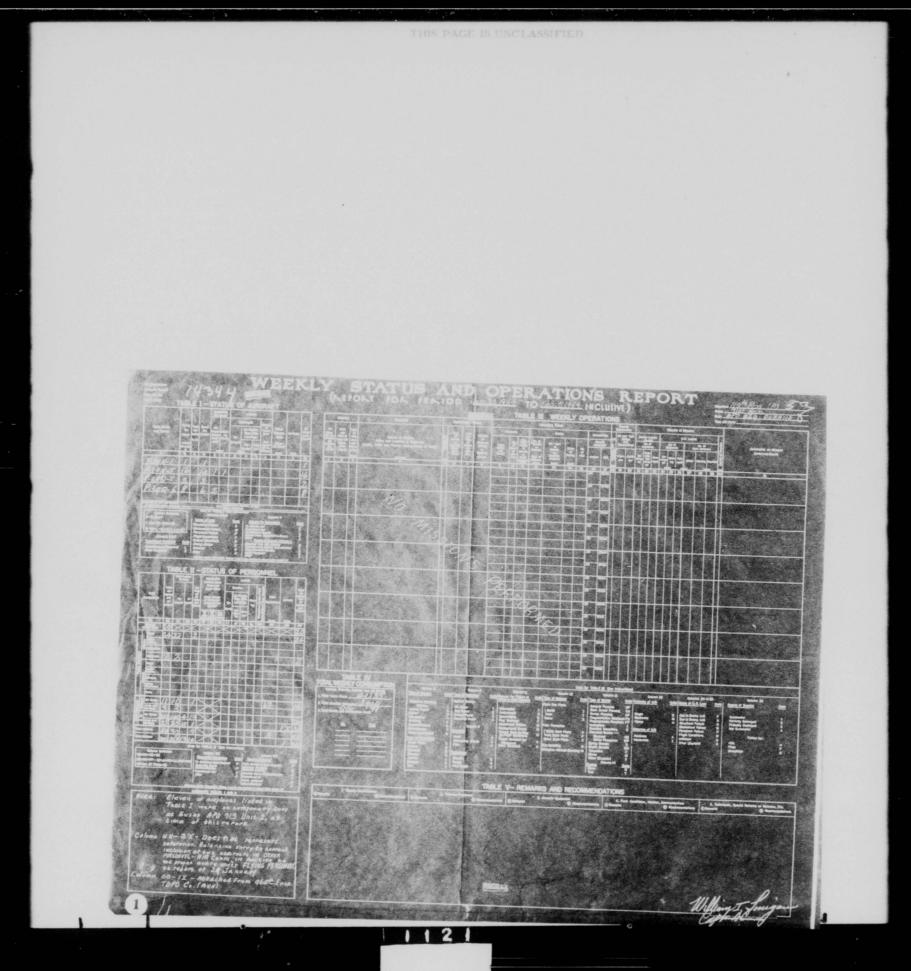
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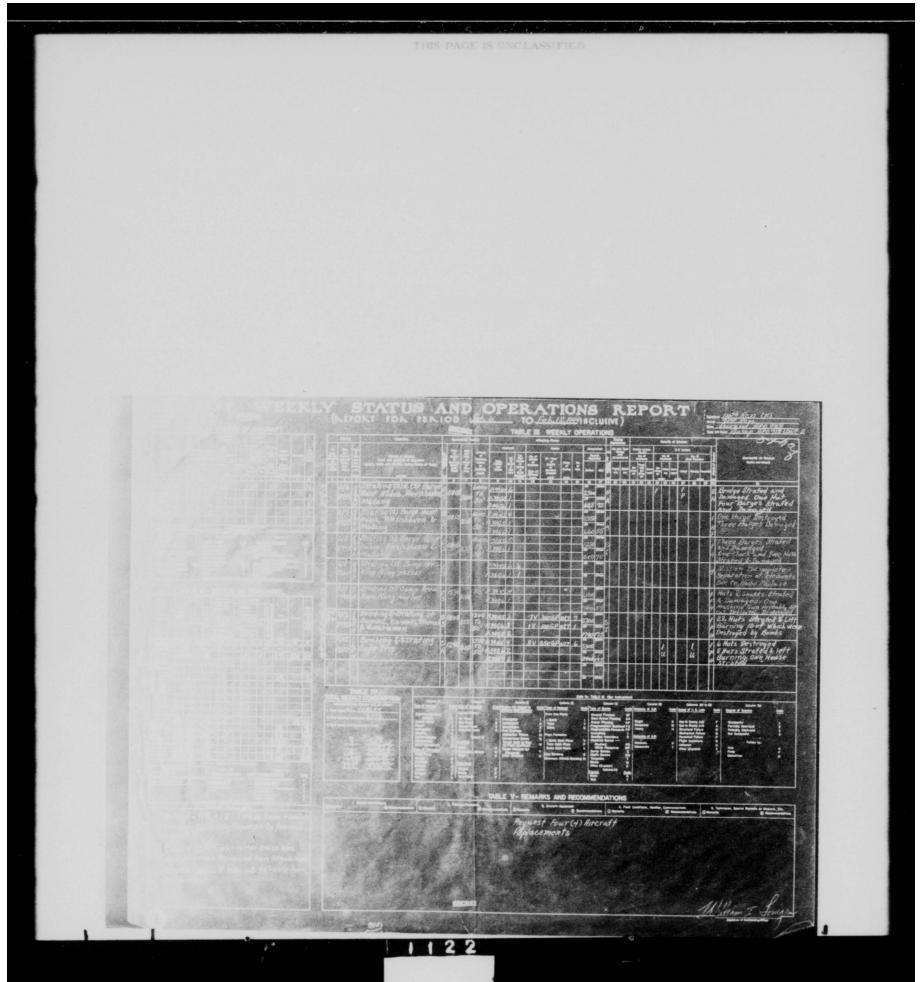
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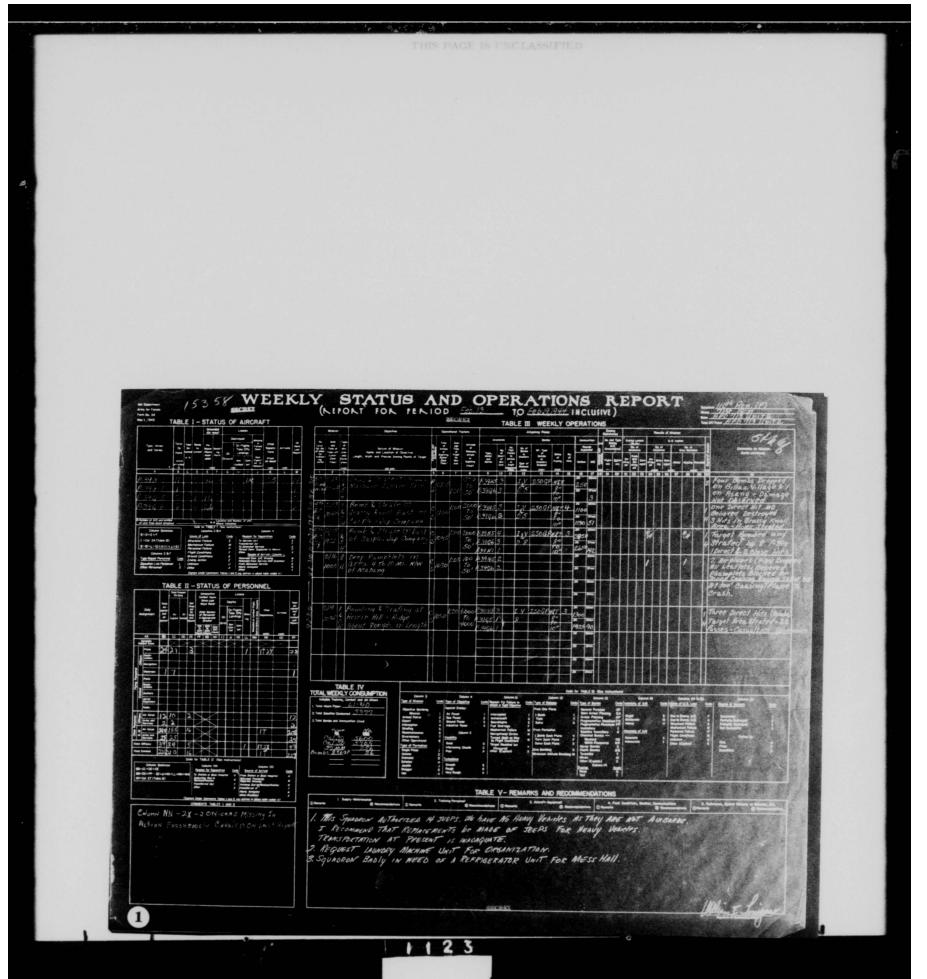
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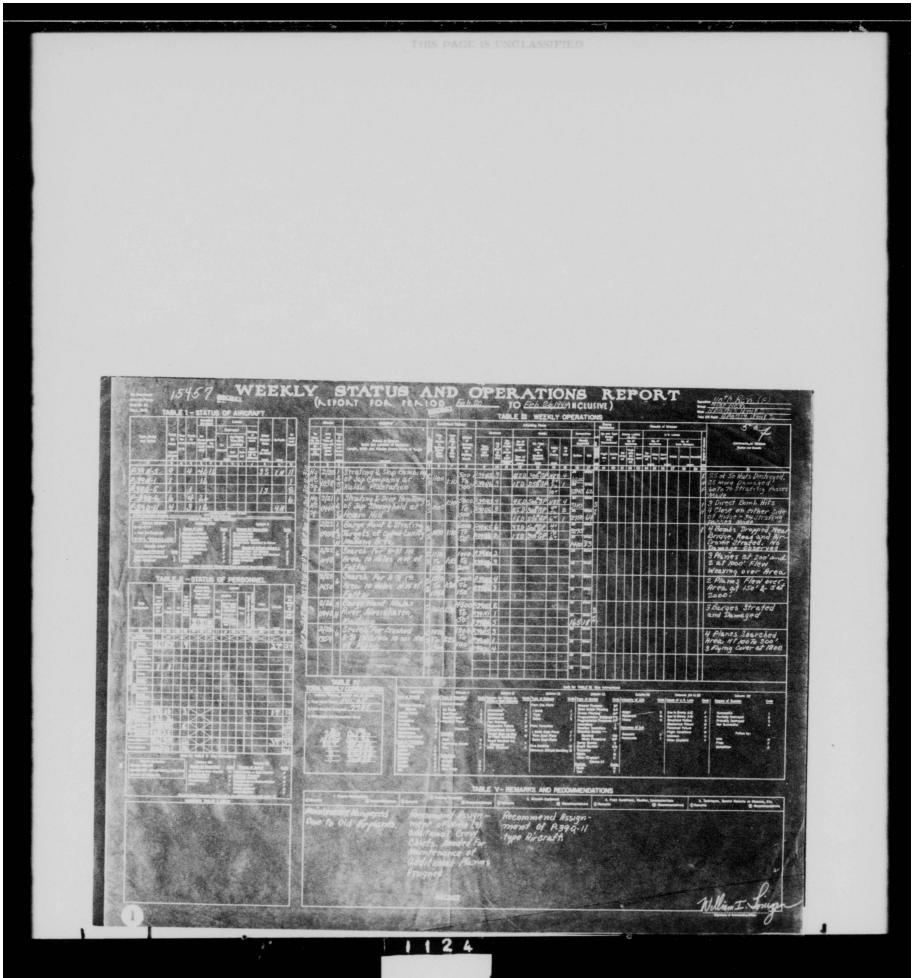
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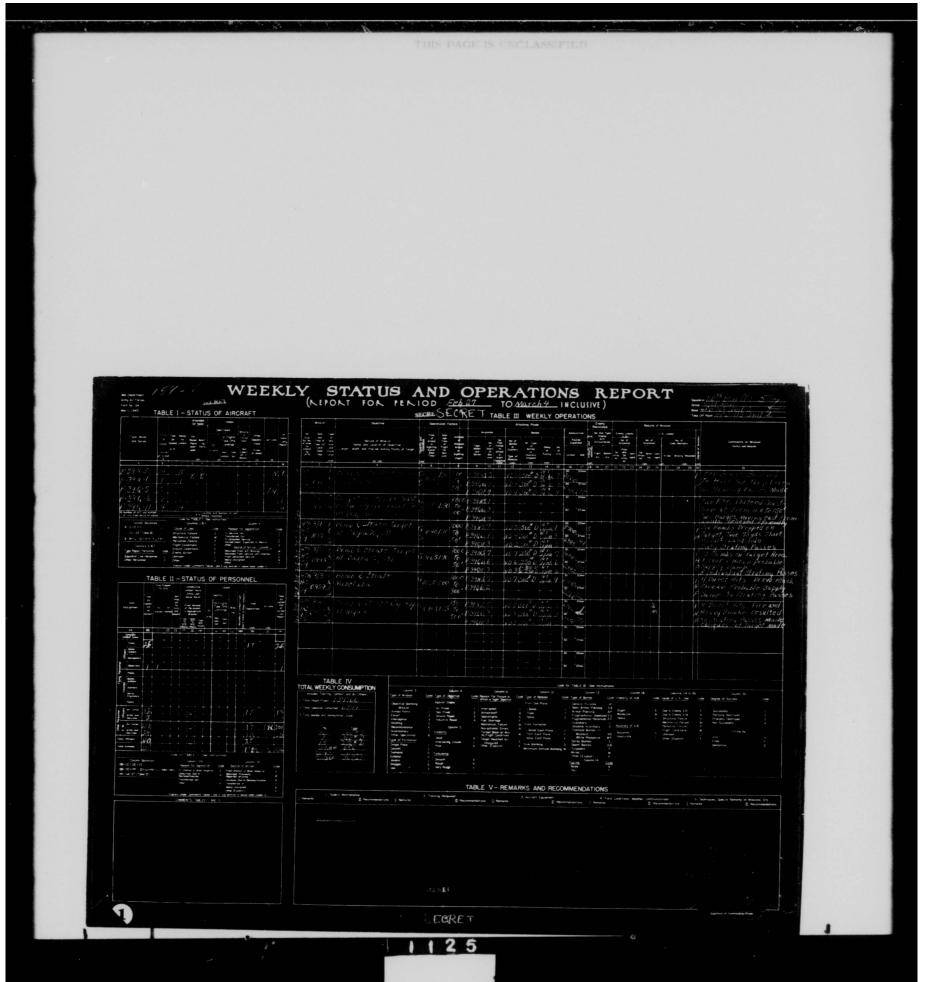
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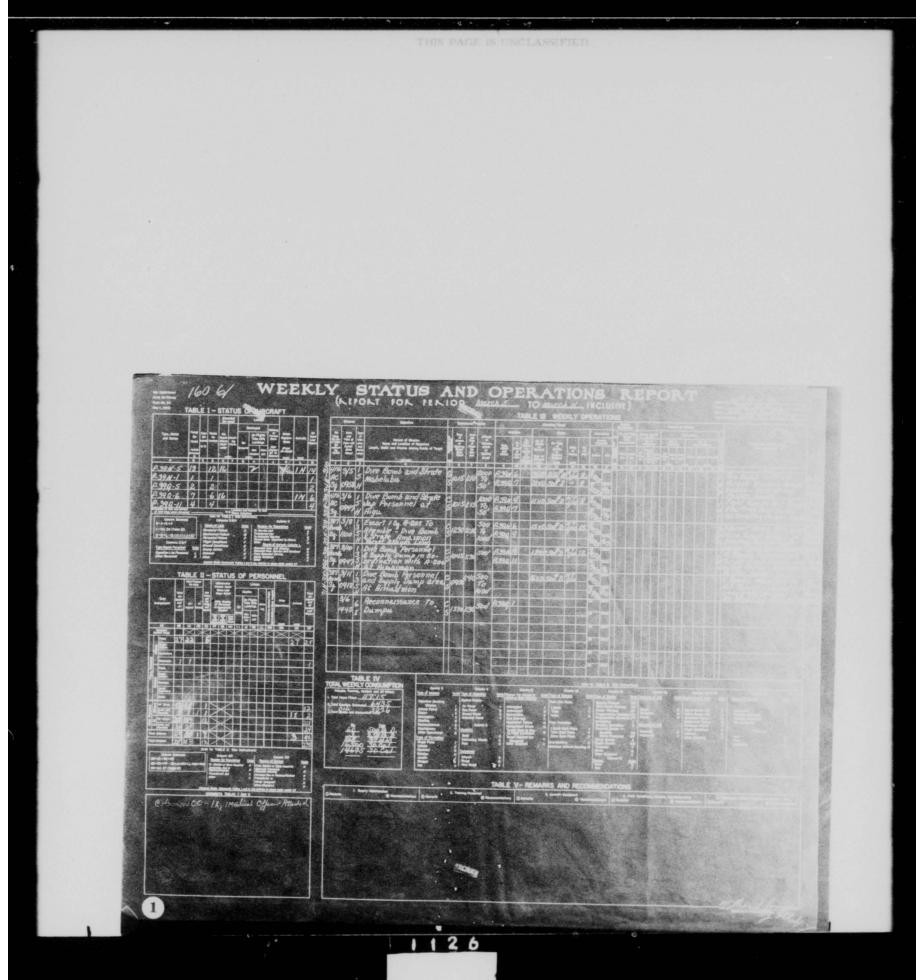
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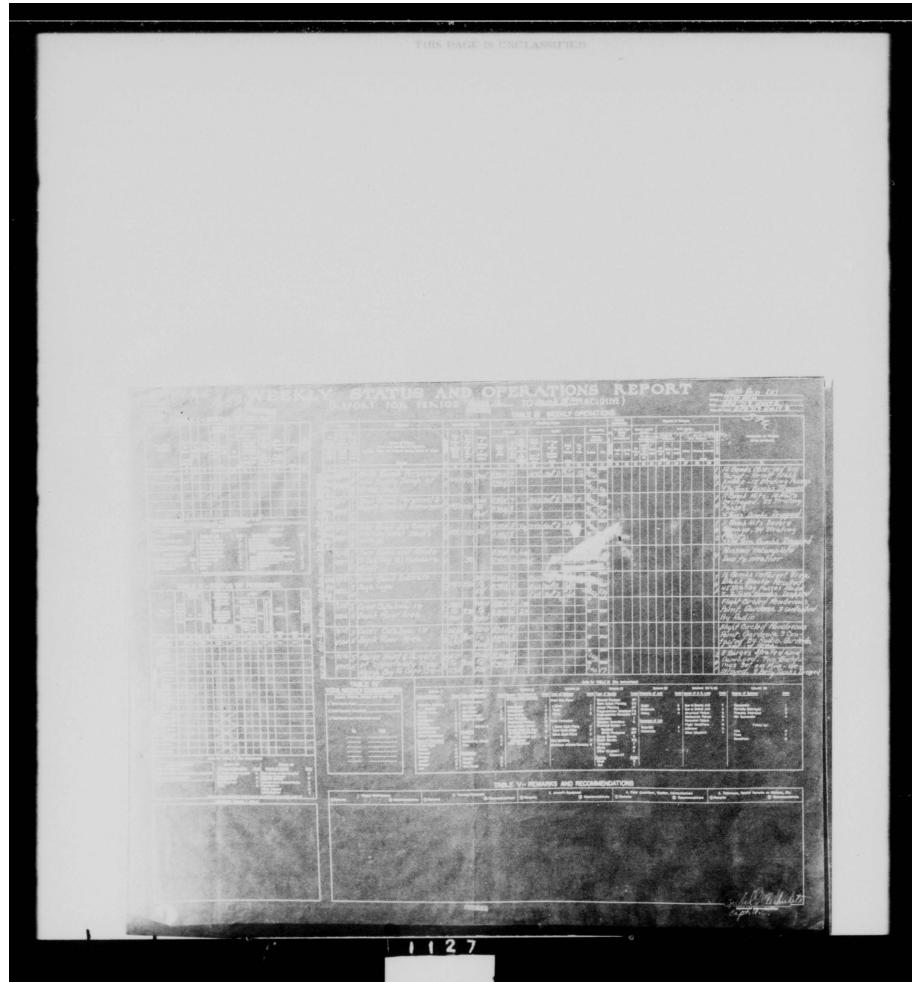
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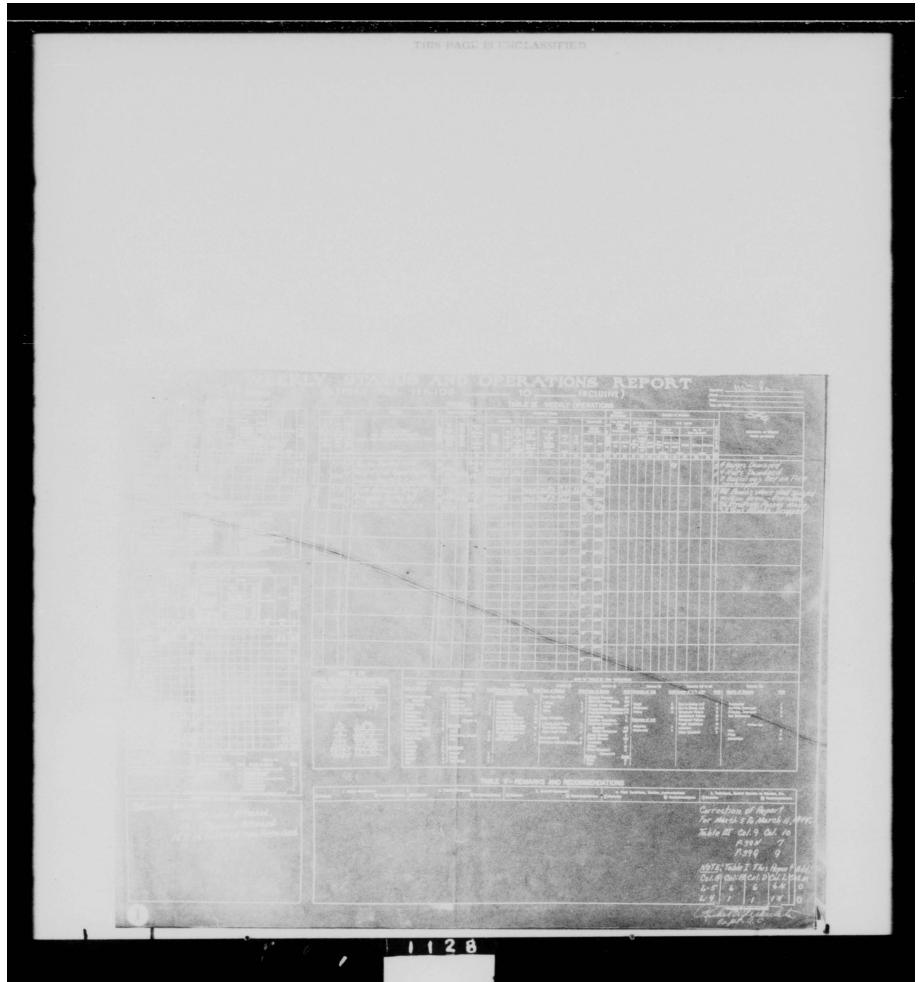
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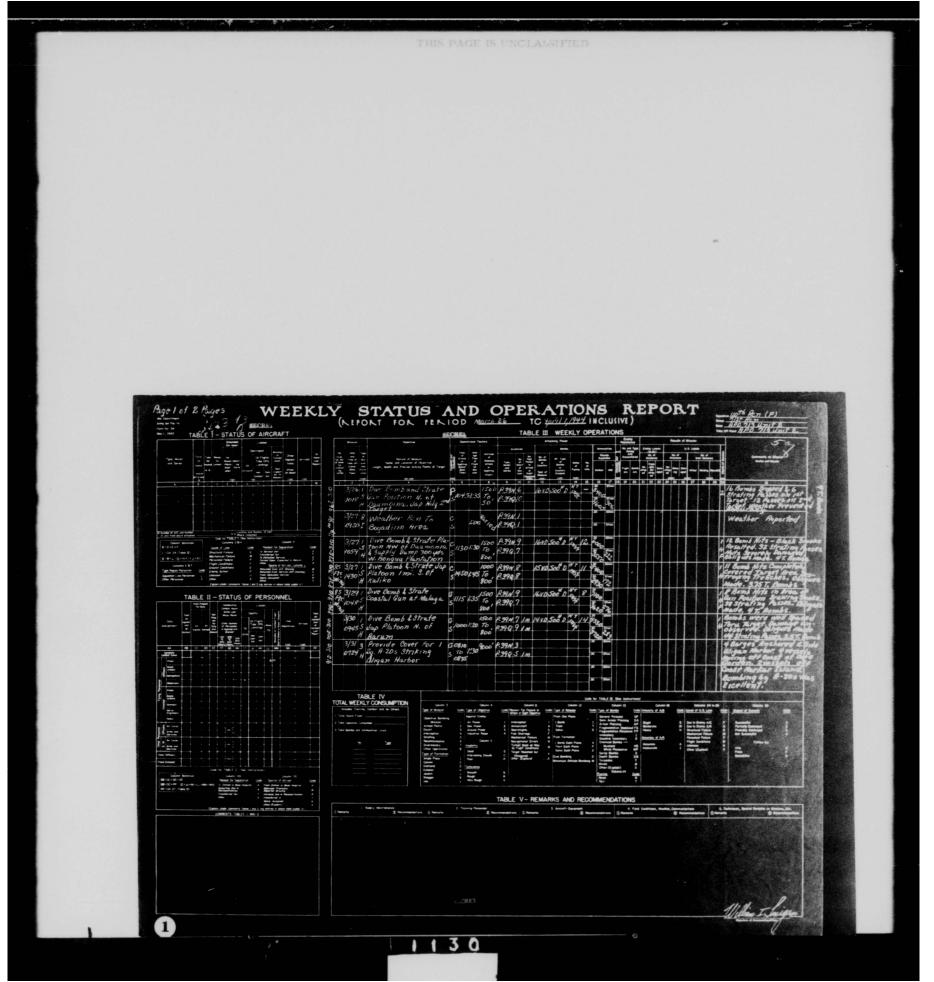
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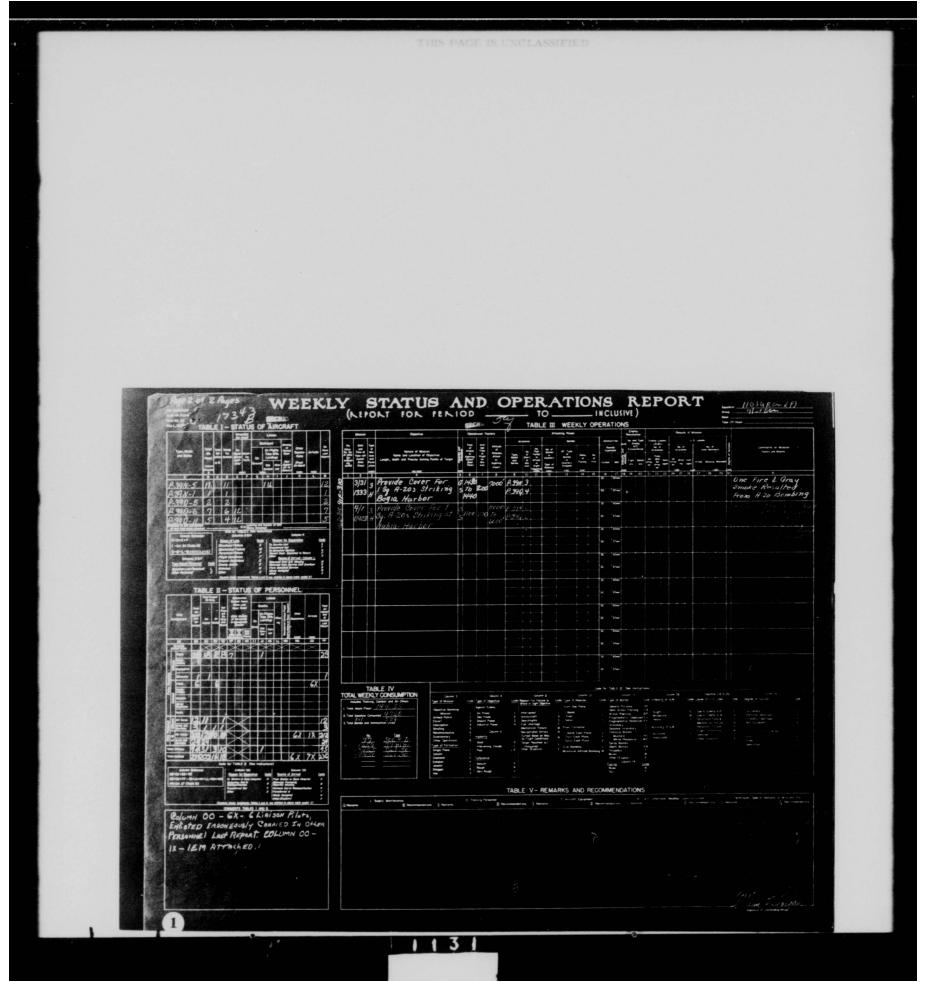
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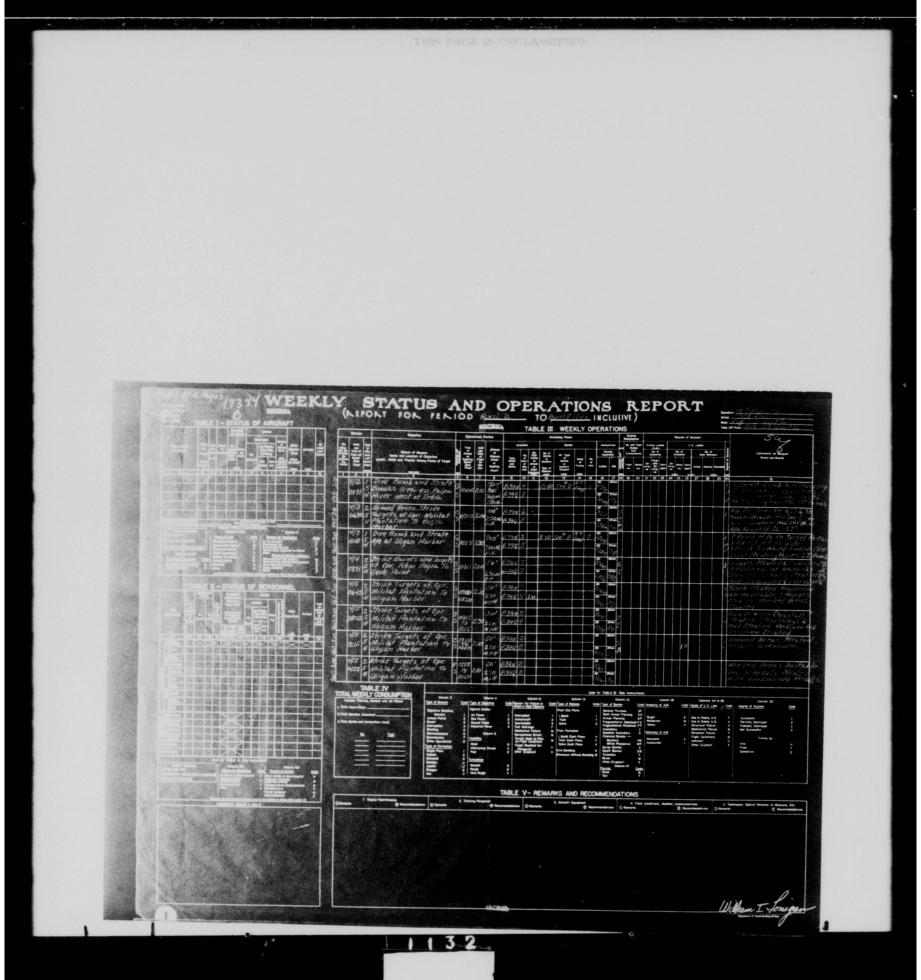
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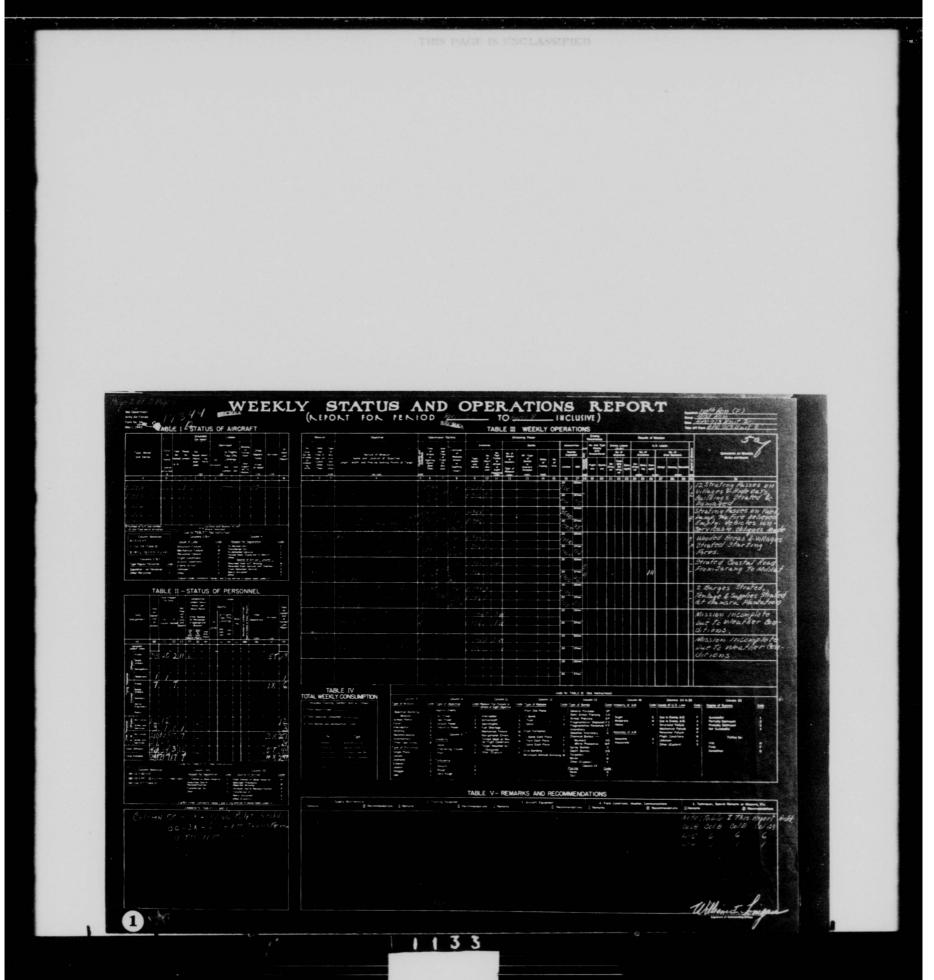
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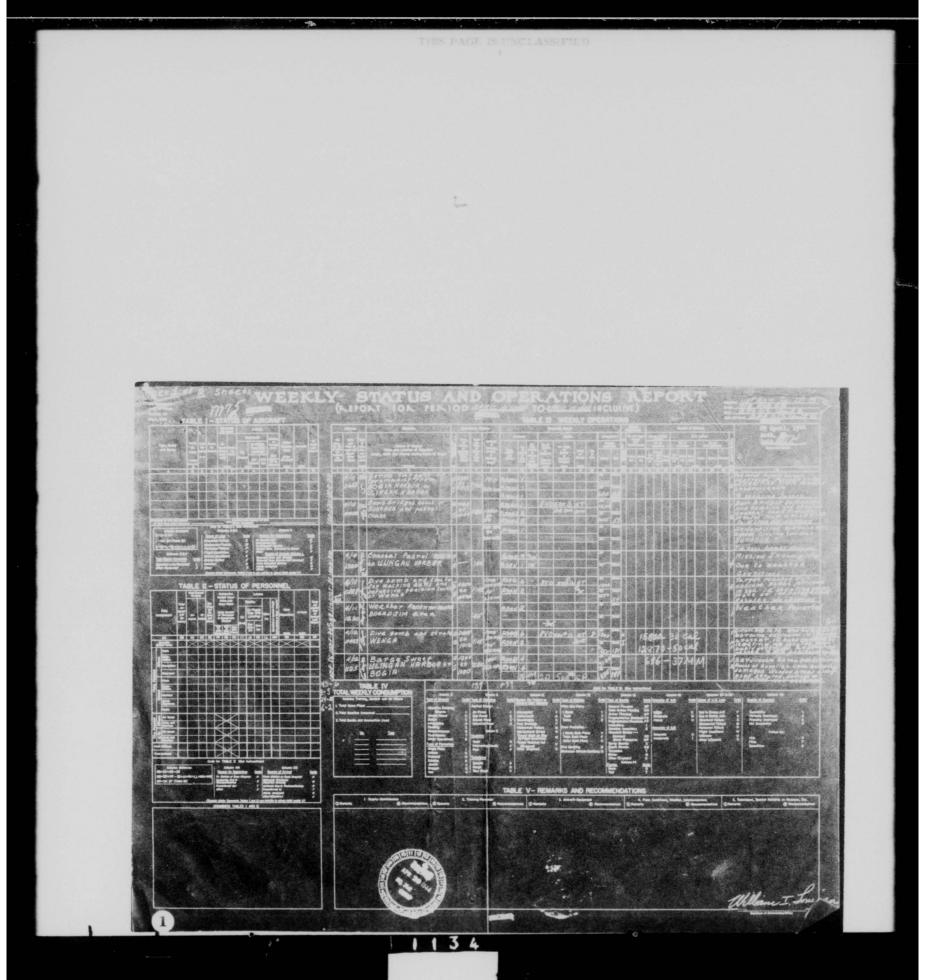
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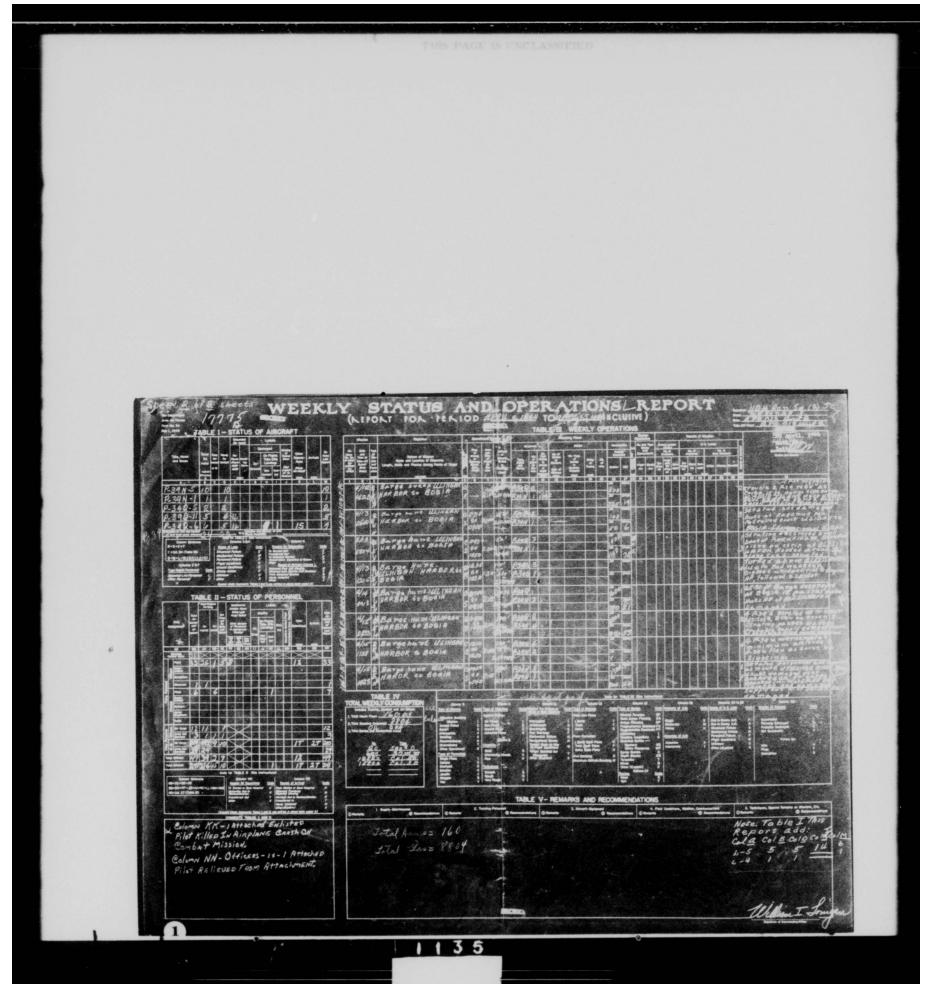
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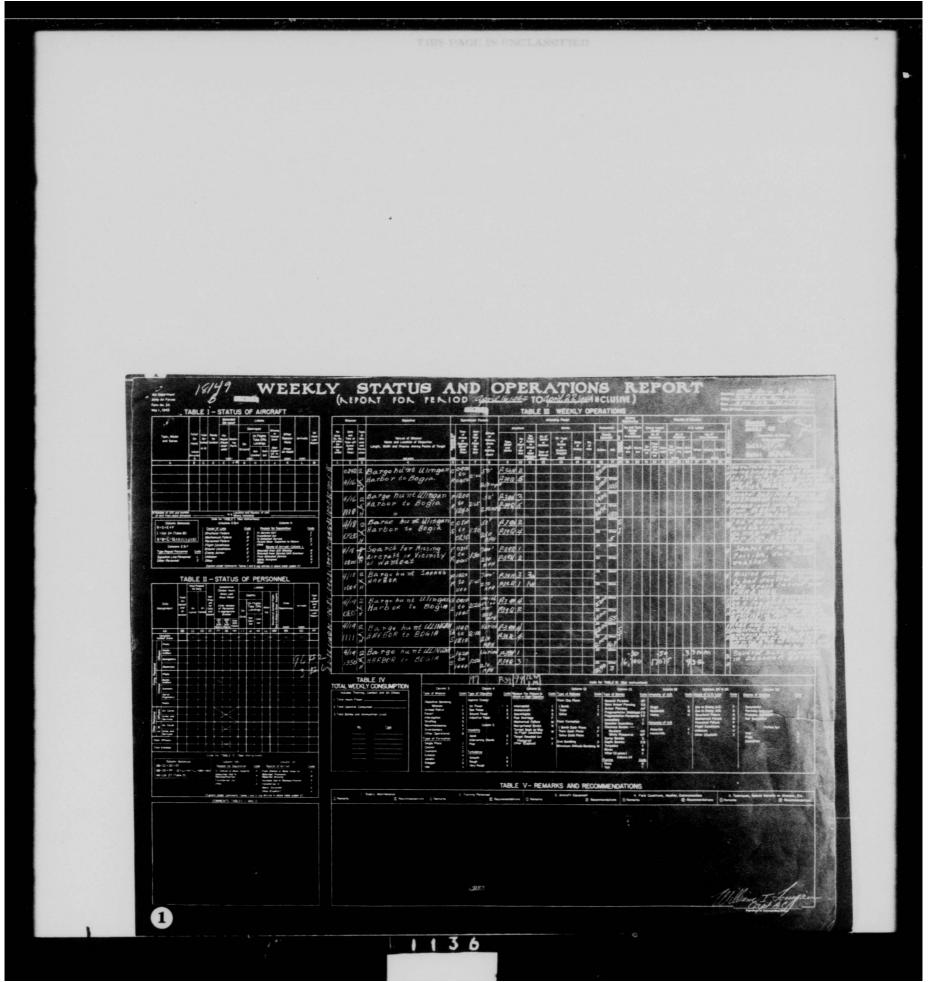
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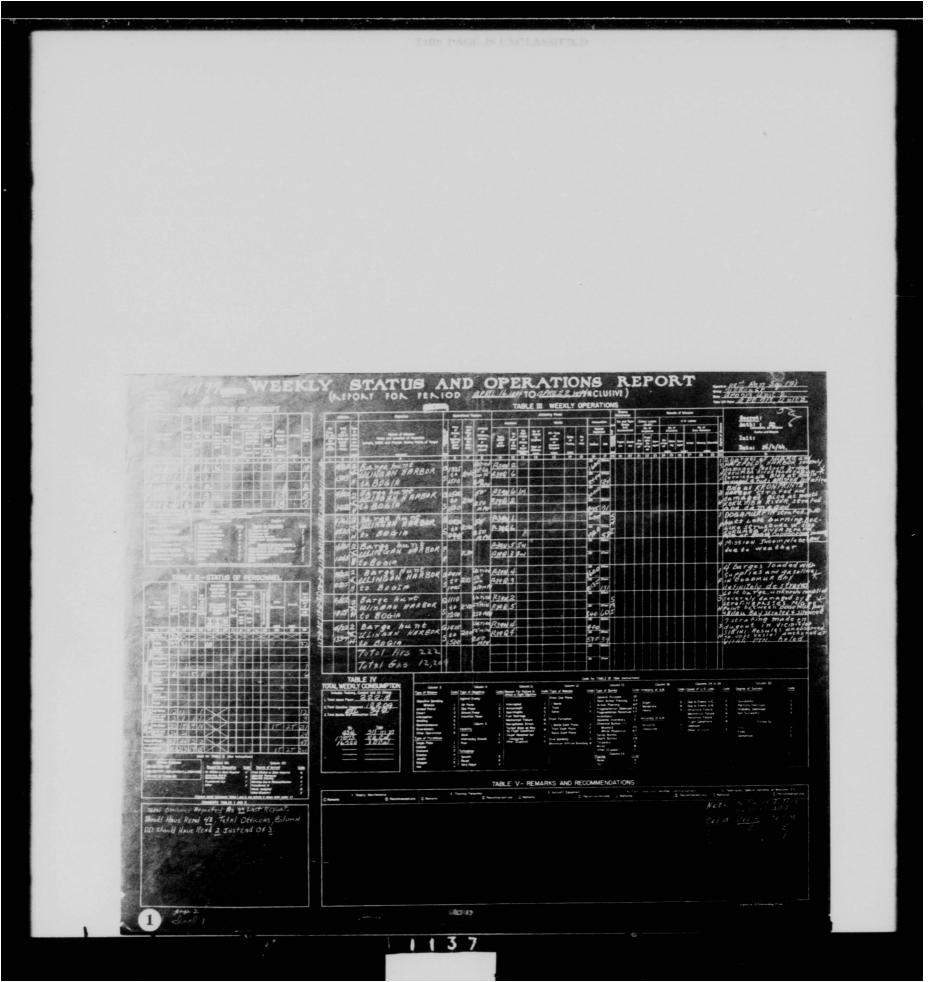
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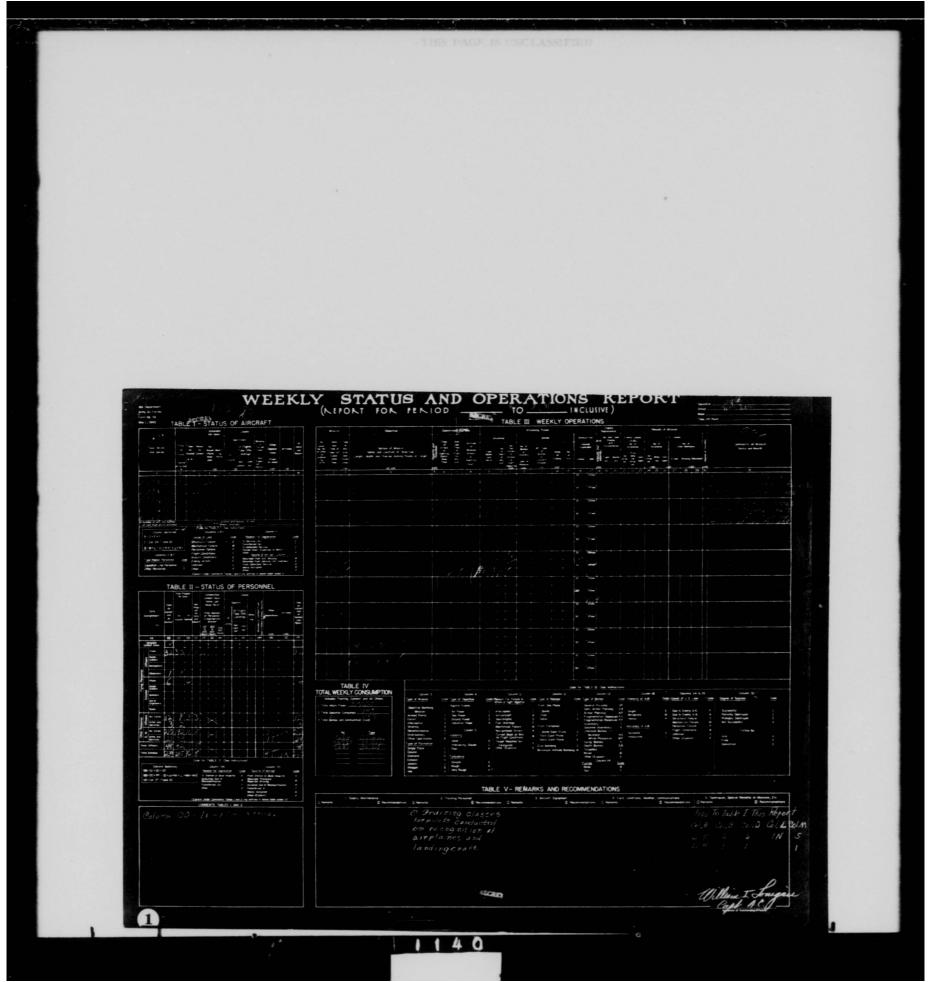
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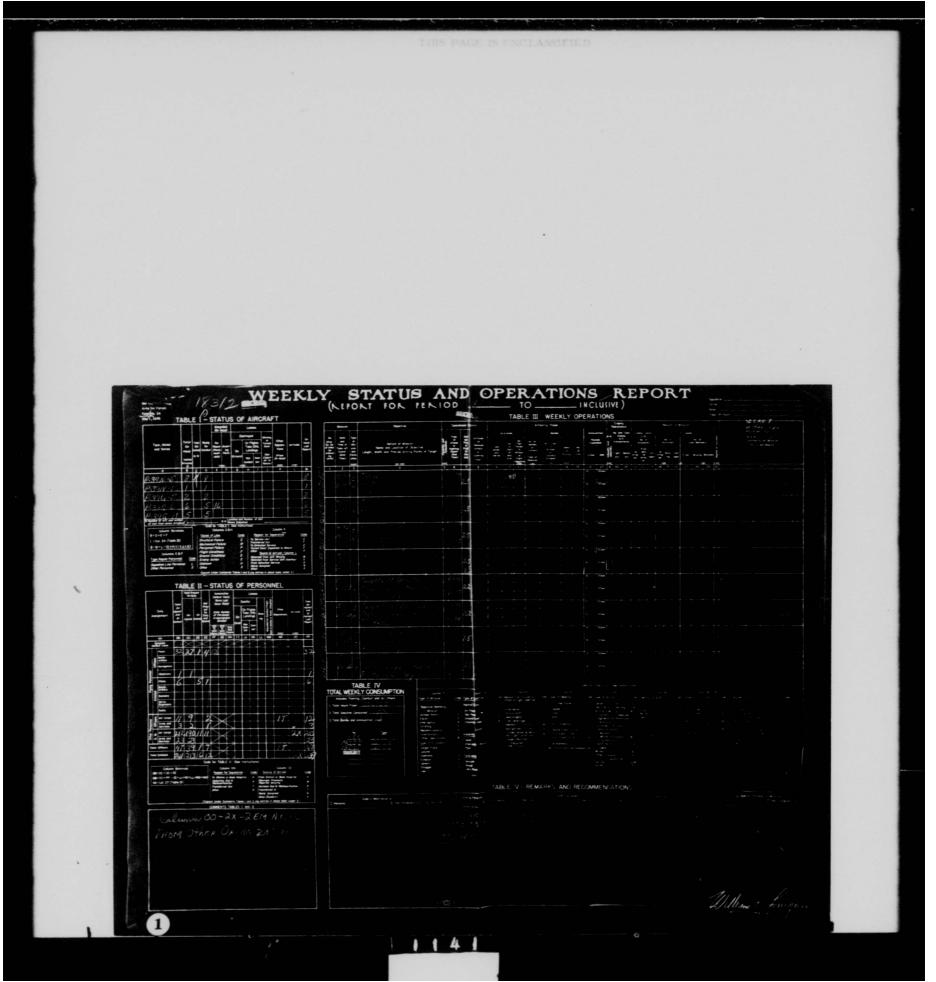
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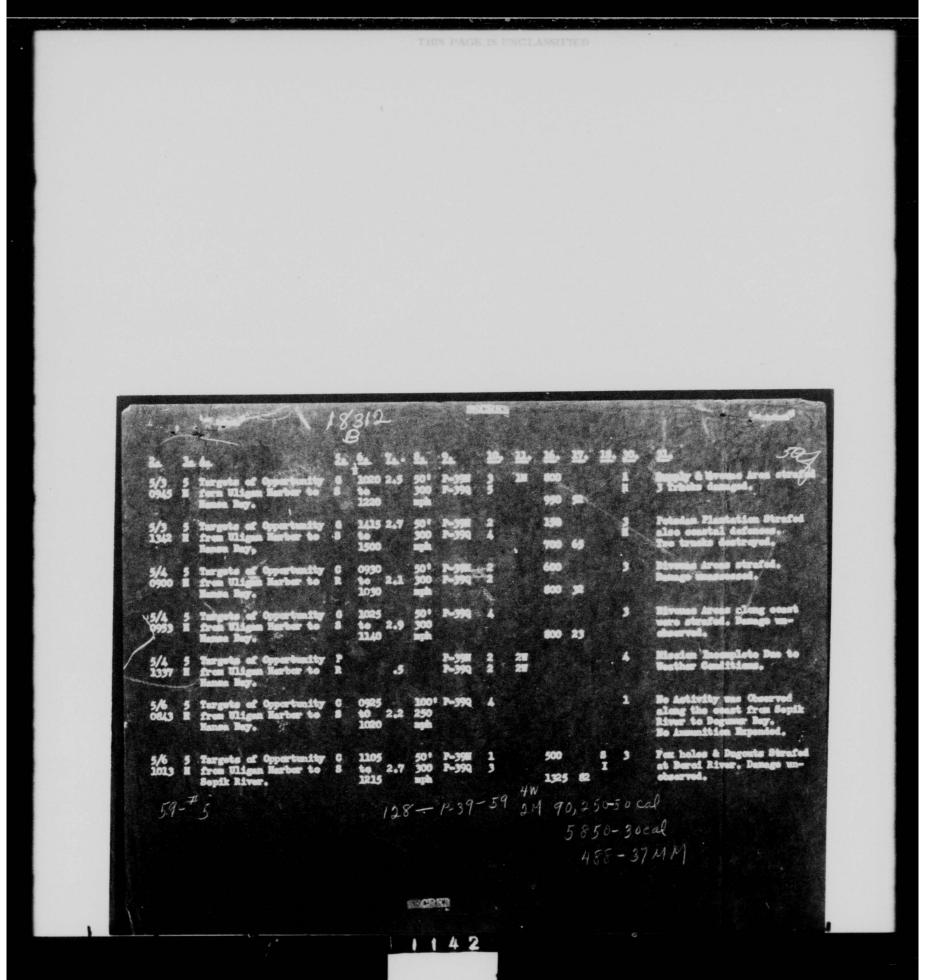
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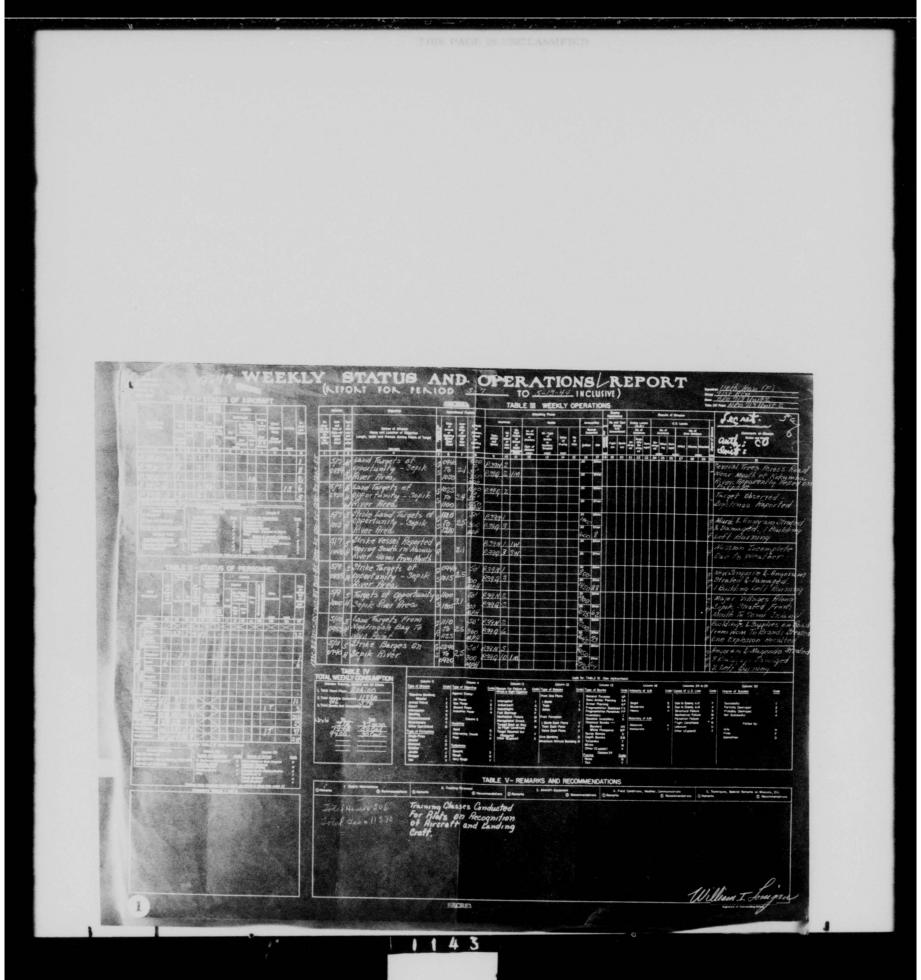
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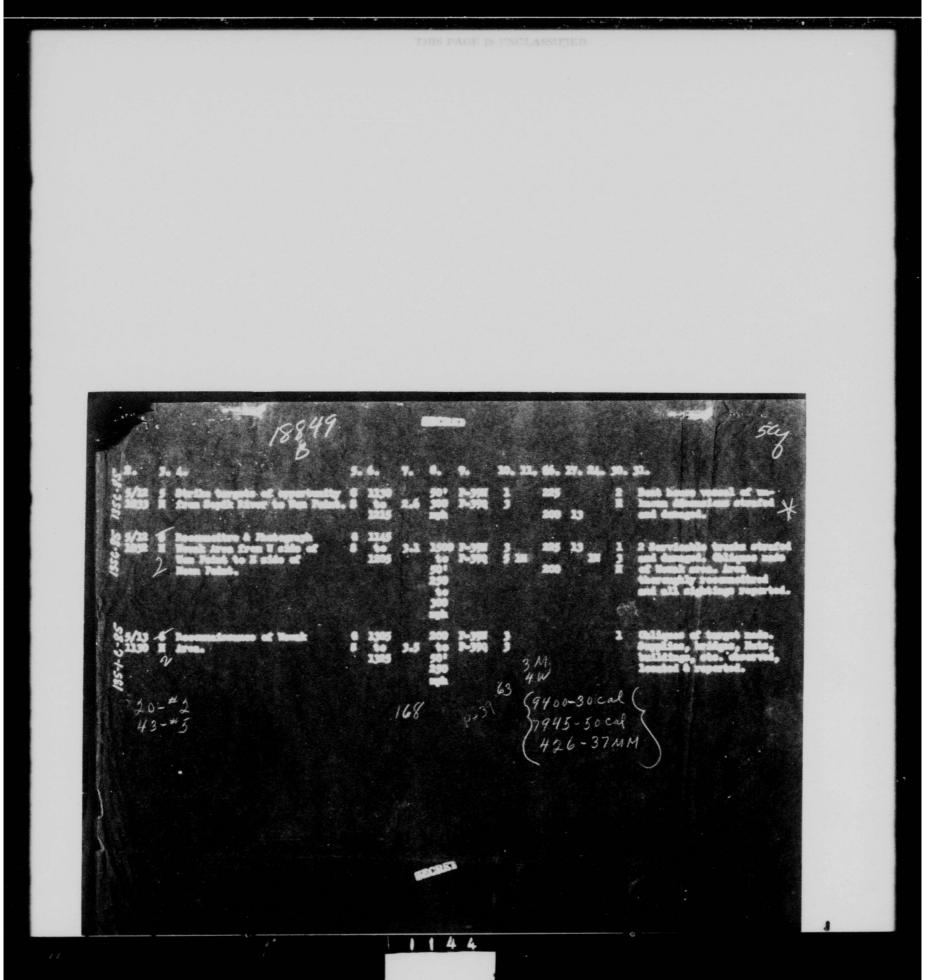
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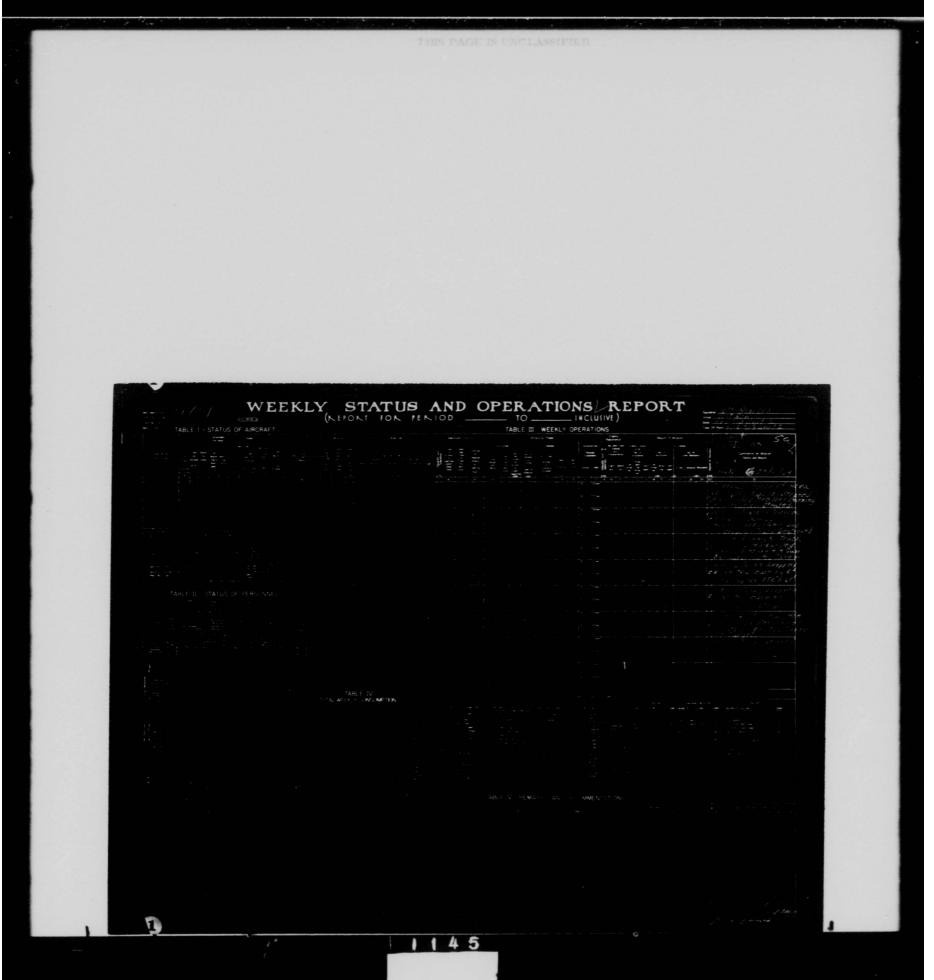
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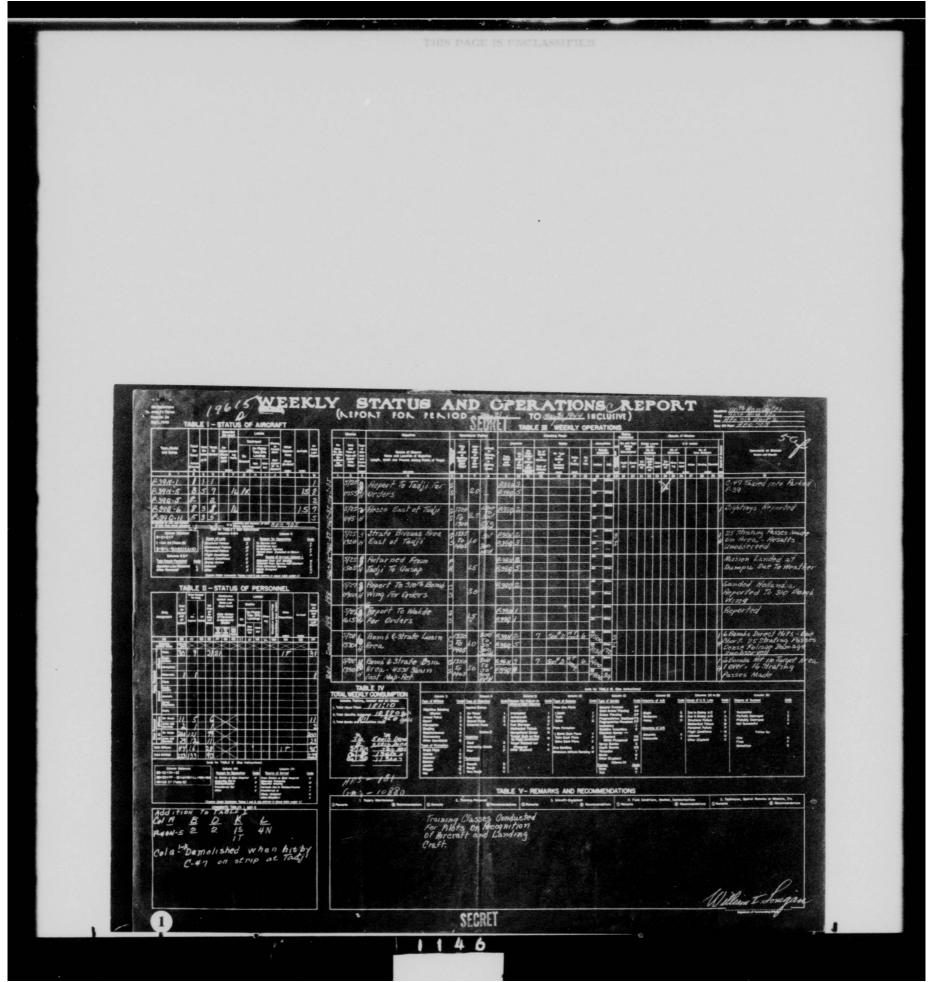
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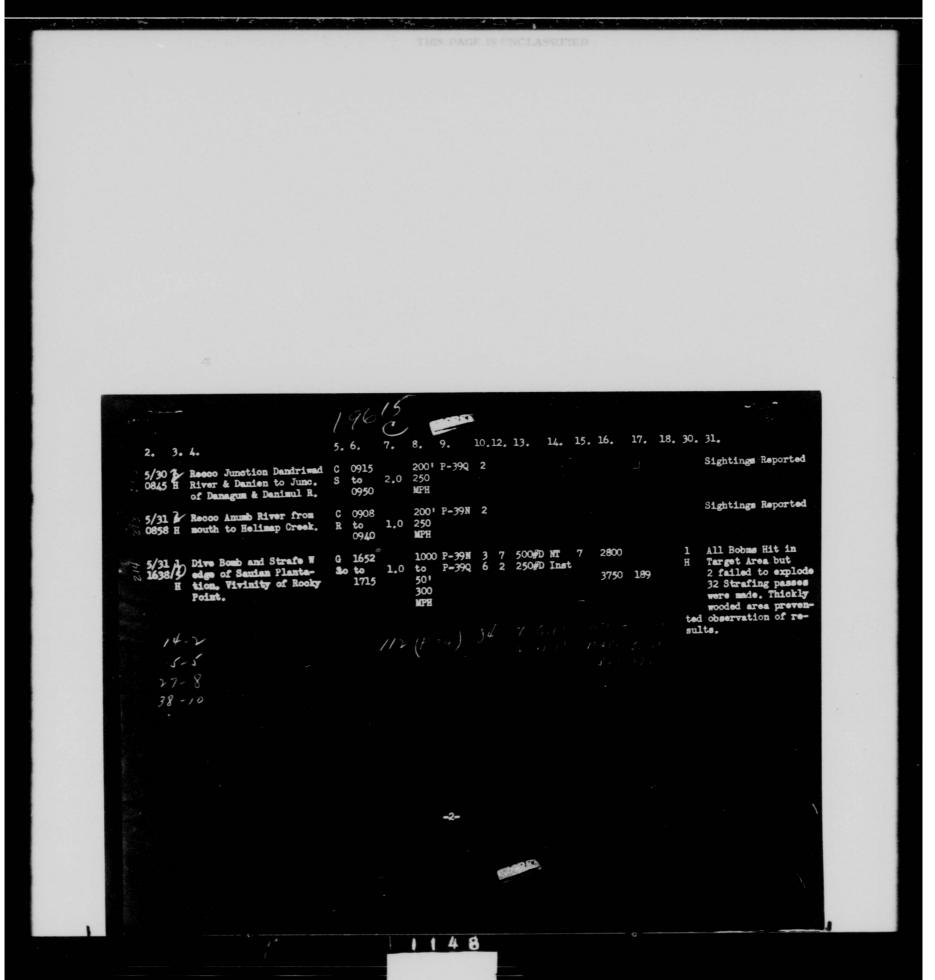


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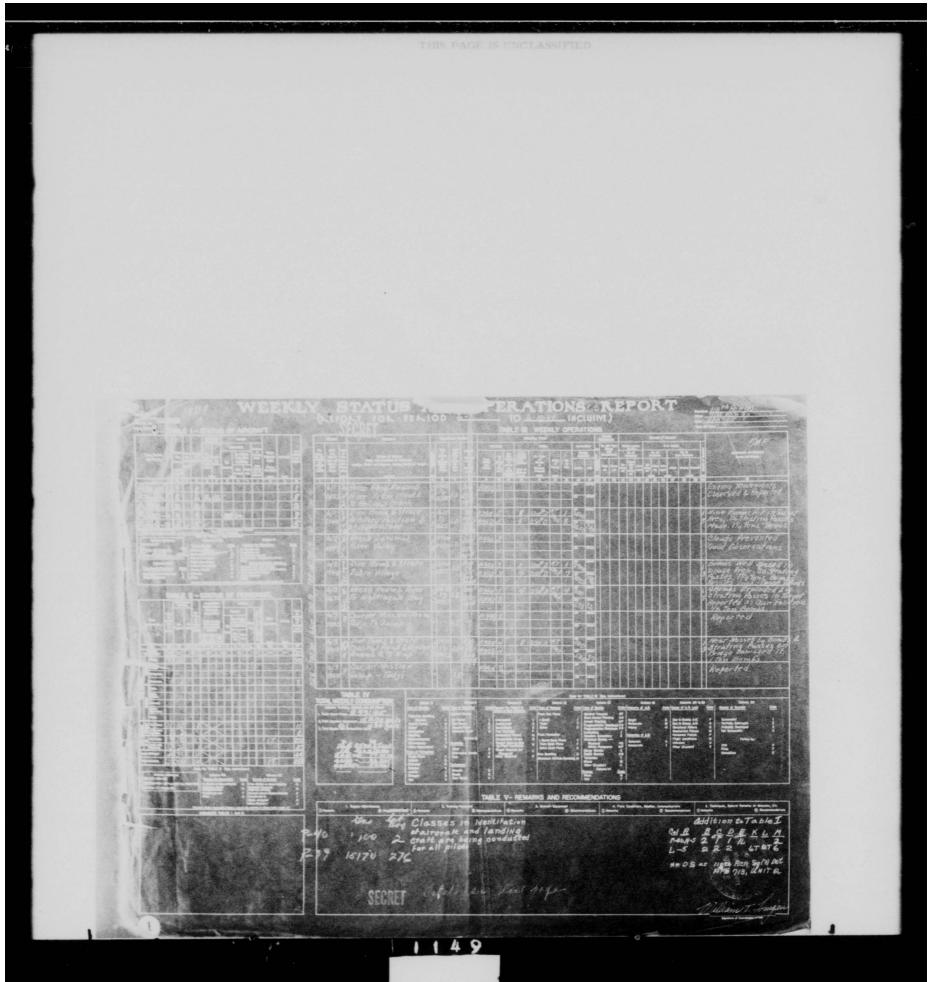


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|                         | 1966  | 5                  |                                    |                | 9        |       |            |     |              |       |       |   |
|-------------------------|---|--------------------|------------------------------------|----------------|----------|-------|------------|-----|--------------|-------|-------|---|
| 2, 3.                   | 4. 43.  | 6.                 | 7. 8.                              | 9. 10          | 12.      | 13.   | 14.        | 15. | 16.          | 17. 1 | 8. 30 | ),31.   |
| 15/28 8<br>1505 I       | Gover downed Pilot G<br>at Houth of Dannap S<br>River.                  |                    | 1.0                                | P-39N<br>P-39Q |          |       |            |     |              |       |       | Pilot was protected & PT Boat directed to Rescue.   |
| 5/28 8<br>1600 8        | Return from Wakde C<br>to Tadji, S                                      |                    | 1.3                                | P-39N<br>P-39Q | 1        |       |            |     |              |       |       | Landed Tadji 1730.  |
| \$ 5/29 /g<br>0 0809 /g | Dive Bomb & Strafe C<br>Bels Greek Area. S<br>Map RefSuain East         | 0820<br>te<br>0835 | 1.0 800<br>te<br>50'<br>300<br>MPH | P-39N<br>P-39Q | 3 8<br>5 | 500#D |            | 6   | 1600<br>1925 | 26    | H     | 6 Bombs Direct Hats<br>in Target Area starting<br>1 fire causing white<br>smoke column 200 ft,<br>17 strafing passes. |
| ≥ 5/29 ¥<br>≥ 1020 H    | Recce of inland track<br>Afun to Dandriumd G<br>River. S                | 1030<br>1100       |                                    | P-39Q          | 2        |       |            |     |              |       | 1     | Sightings Reported  |
| 5/29 W<br>1025 H        | Resee of inlami C track Dandriwed R River to Luain,                     | 1040<br>to<br>1110 | 2001<br>1.0 250<br>MPH             | P-39N          | 2        |       |            |     |              |       | 1     | Sightings Reported.   |
| 5/29 A                  | Dive bosh & strafe G<br>Bivousc area 4831 S<br>Sunn East - map ref.     | 1358<br>to<br>1415 | 800<br>1.0 to<br>50'<br>300<br>MPH | P-39N<br>P-39Q |          | 500#0 | NT<br>Inst | 7   | 1000<br>2225 | 10    |       | Seven Bombs Hit in<br>Target, 16 Strafing<br>Passes - Damage Un-<br>observed - Dense Foil-<br>age,                    |
| 5/29 g<br>0920 H        | Report to Walde<br>for Orders.  |                    | 1.5                                | P-39Q          | 2        |       |            |     |              |       |       | Landed Wakde 1050 *<br>No Mission Ordered,  |
| 5/29                    | Return from Wakde<br>to Tadji.  |                    | 1.5                                | P=39Q          | 2        |       |            |     |              |       |       | Landed Tedji 1700   |
| 5/30 T√<br>3 0845 H     | Recce Danmap River C to Malin thense to S Abau.                         | 0915<br>to<br>0950 | 200 t<br>2.0 250<br>MPH            | P-39Q          | 2        |       |            |     |              |       | 1     | Sightings Reported  |
| 5/30 T<br>0845 H        | Recco from Junction C<br>of Dinagum-Danimul S<br>River to Danmar River. | 0915<br>to<br>0950 | 200 250 MPH                        | P-39N          | 2        | ORE   |            |     |              |       | 1     | Sightings Reported.   |



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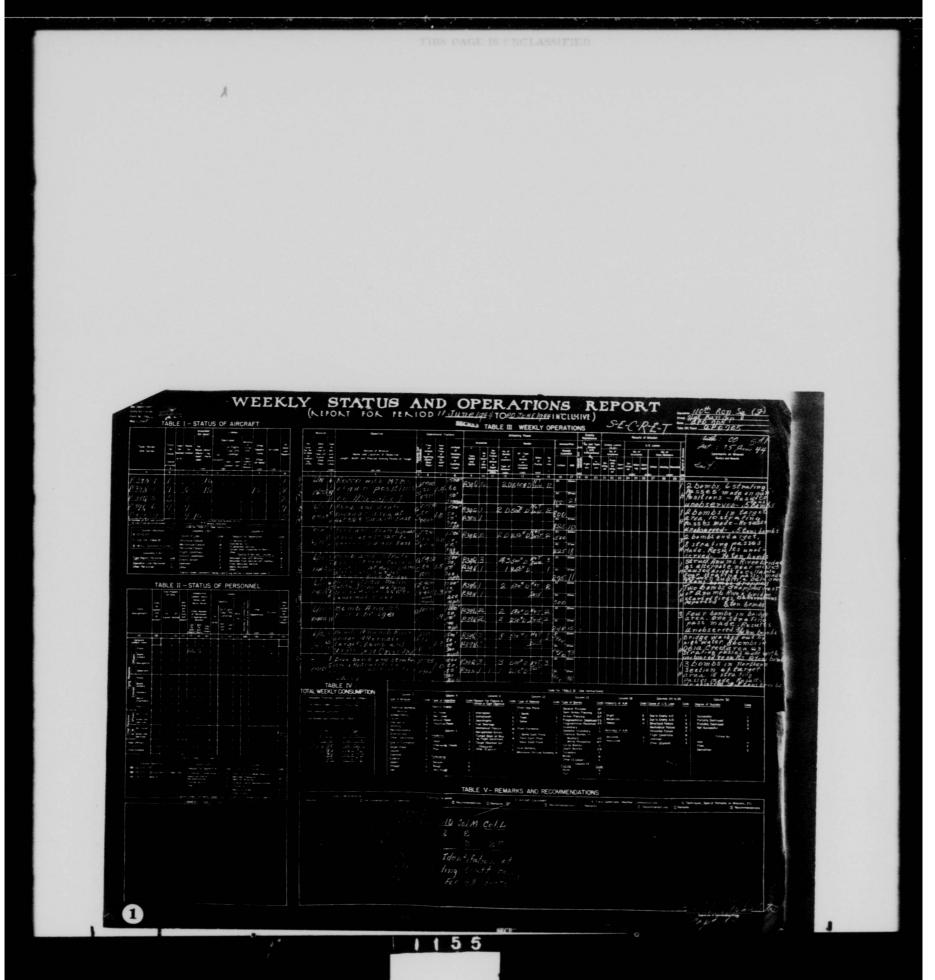
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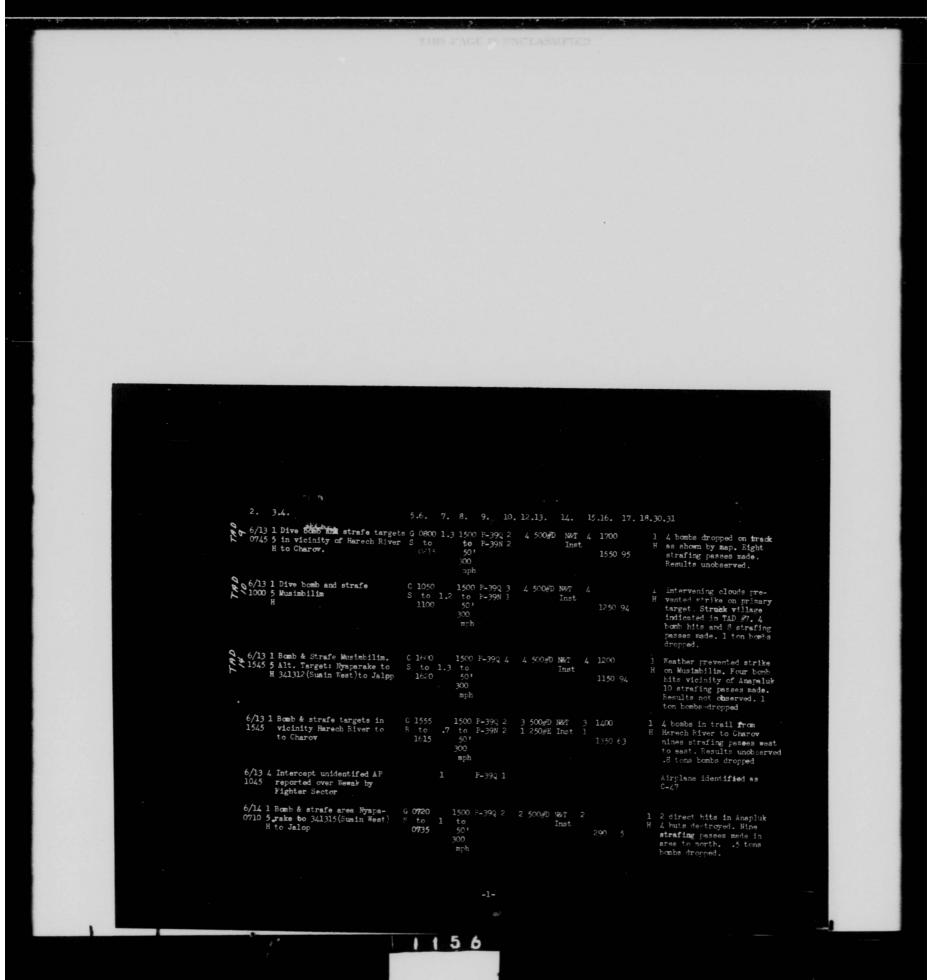
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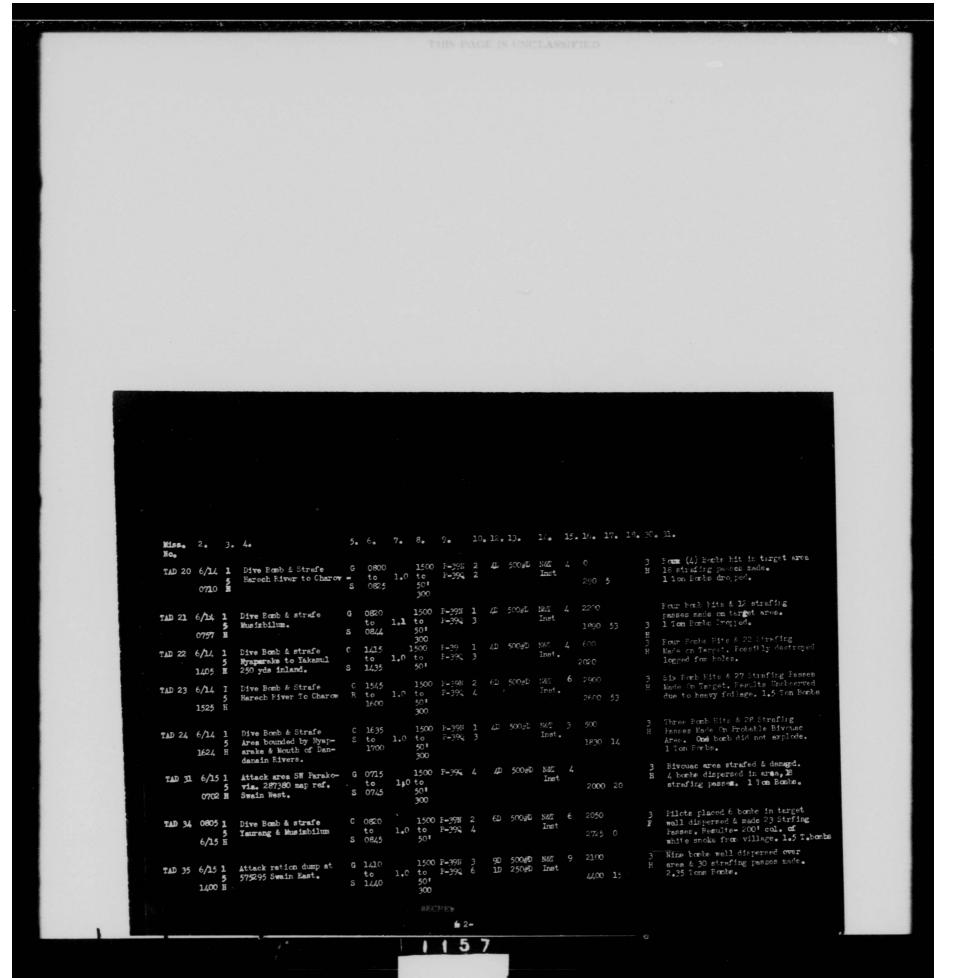


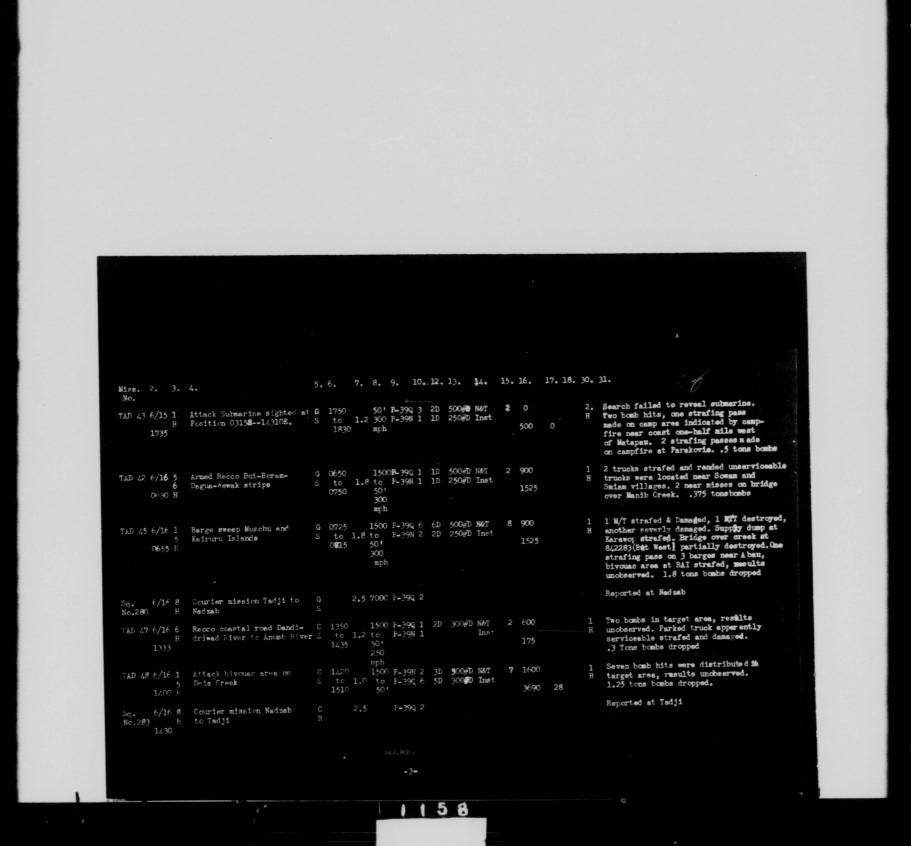
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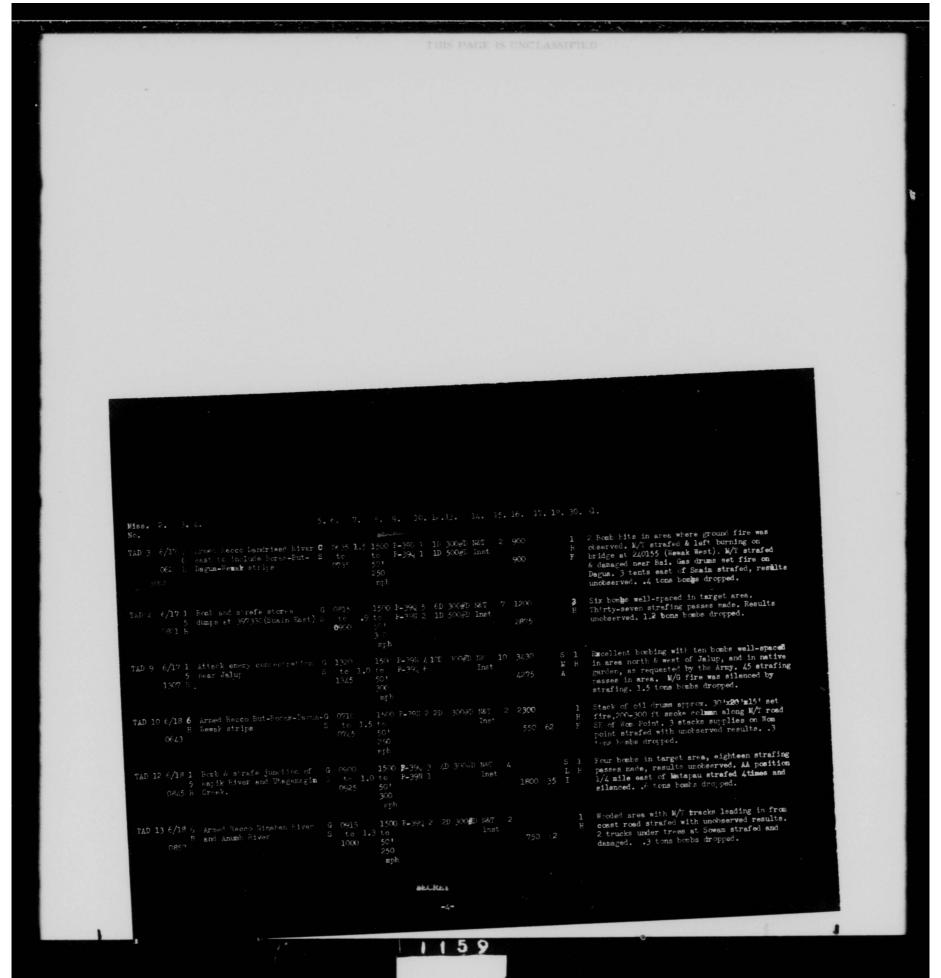


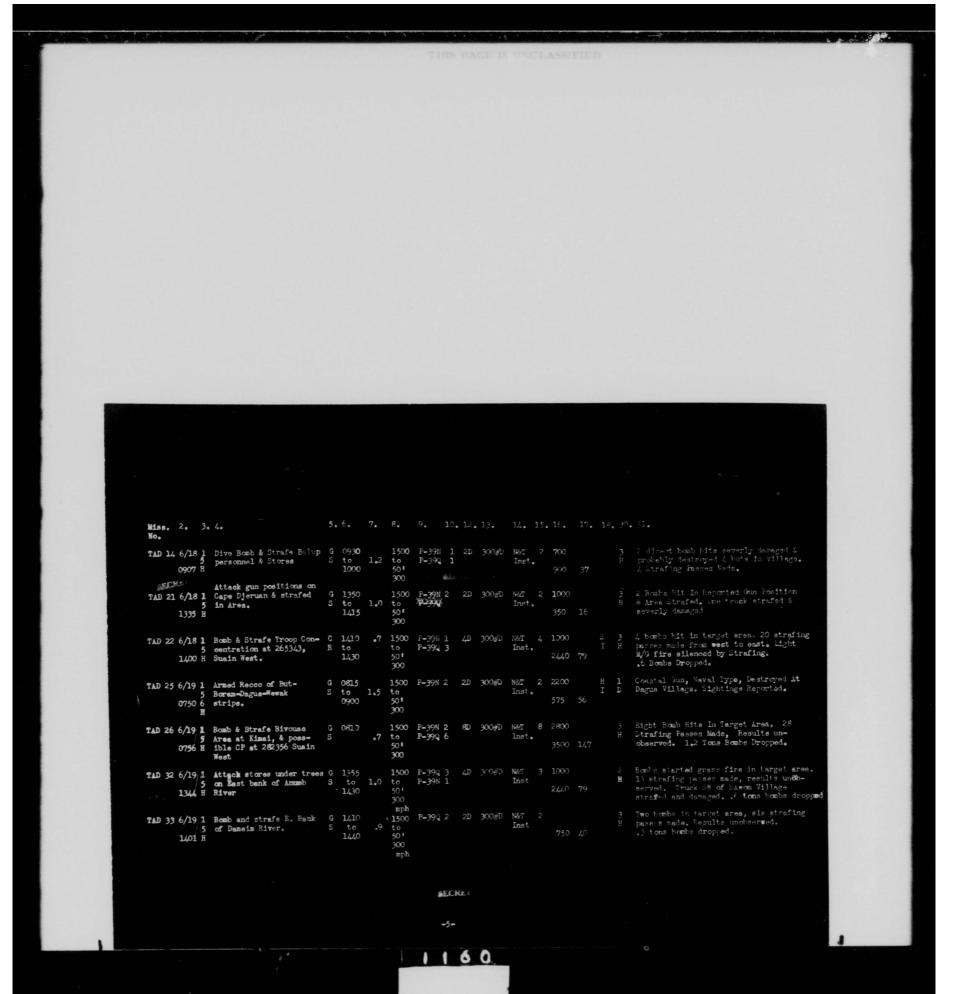
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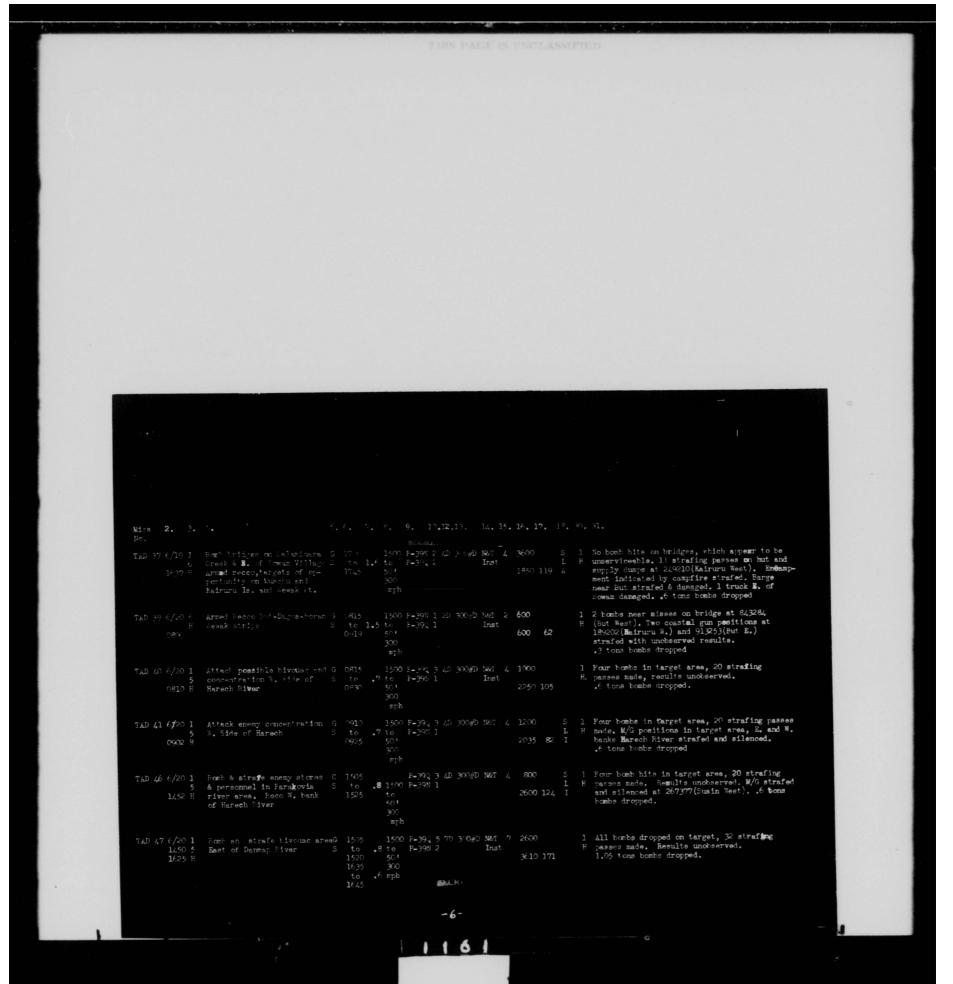


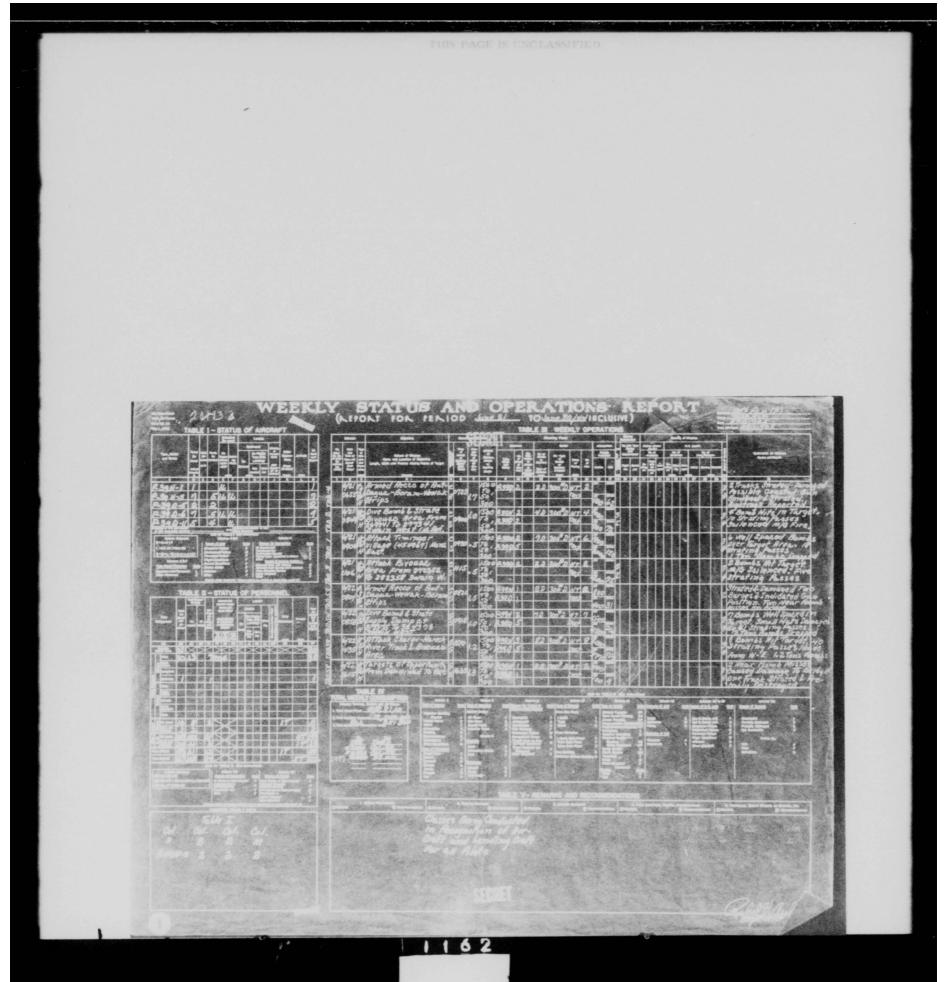




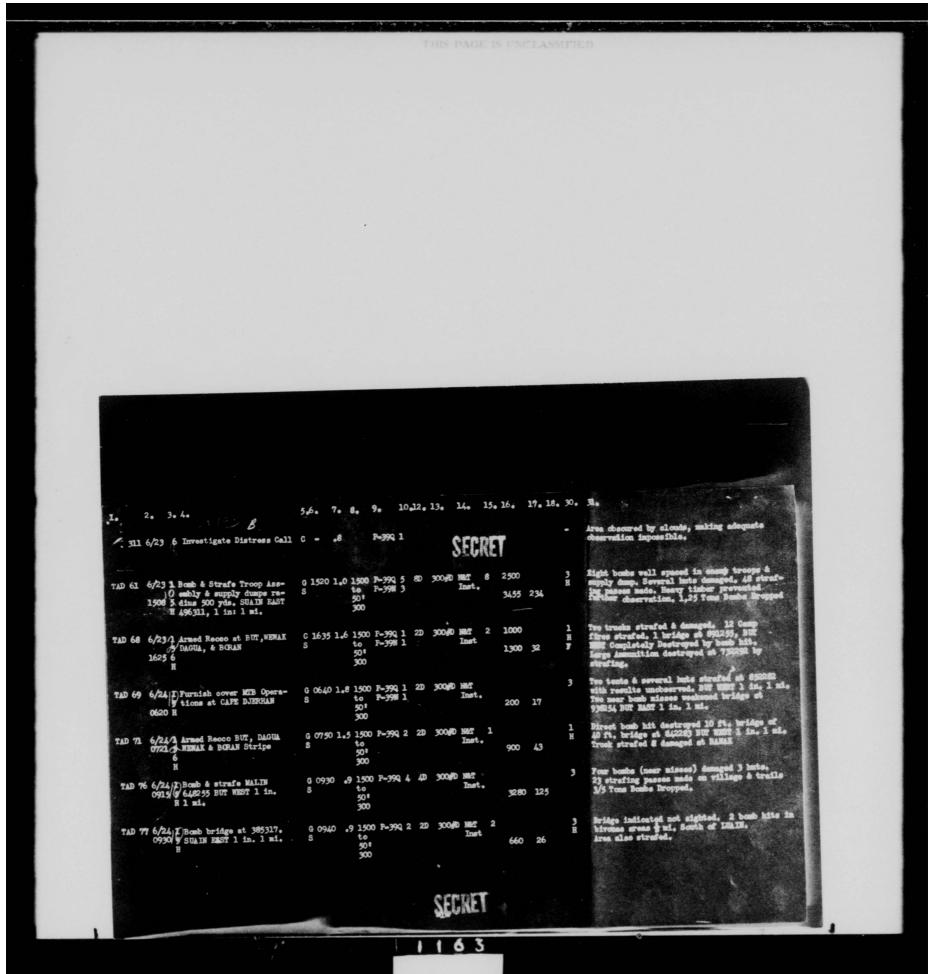




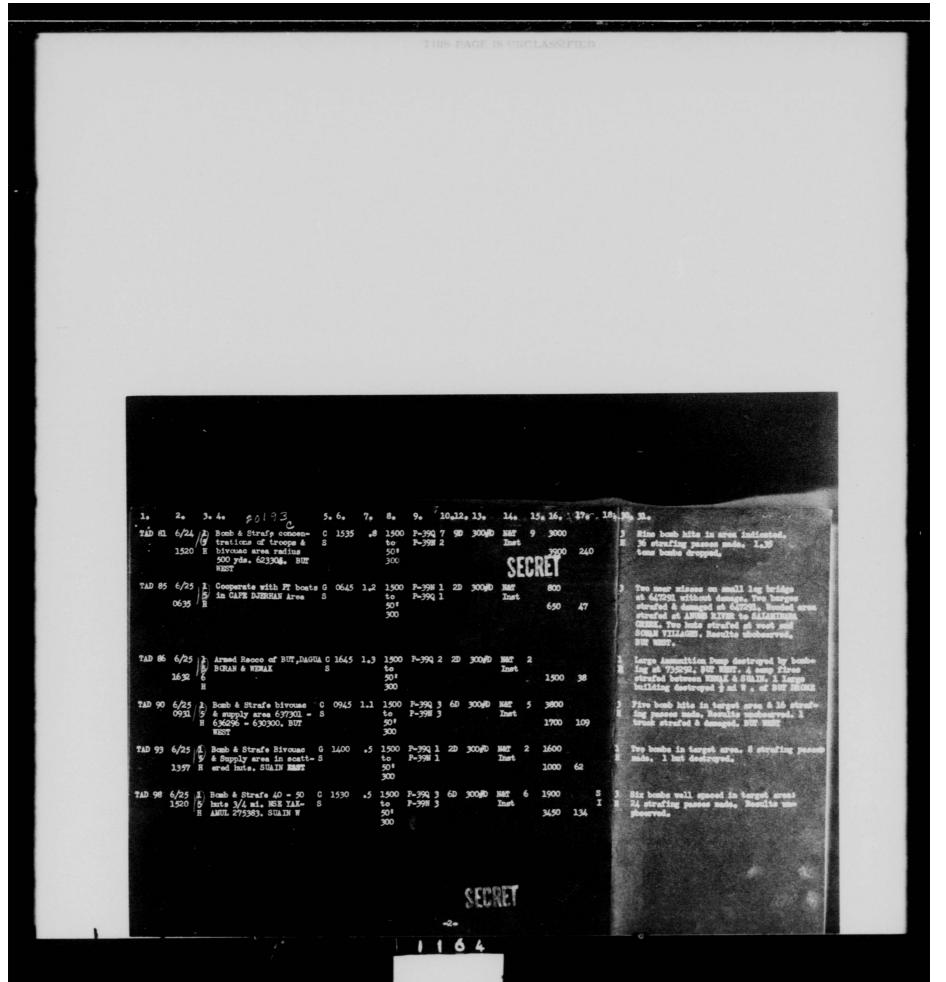




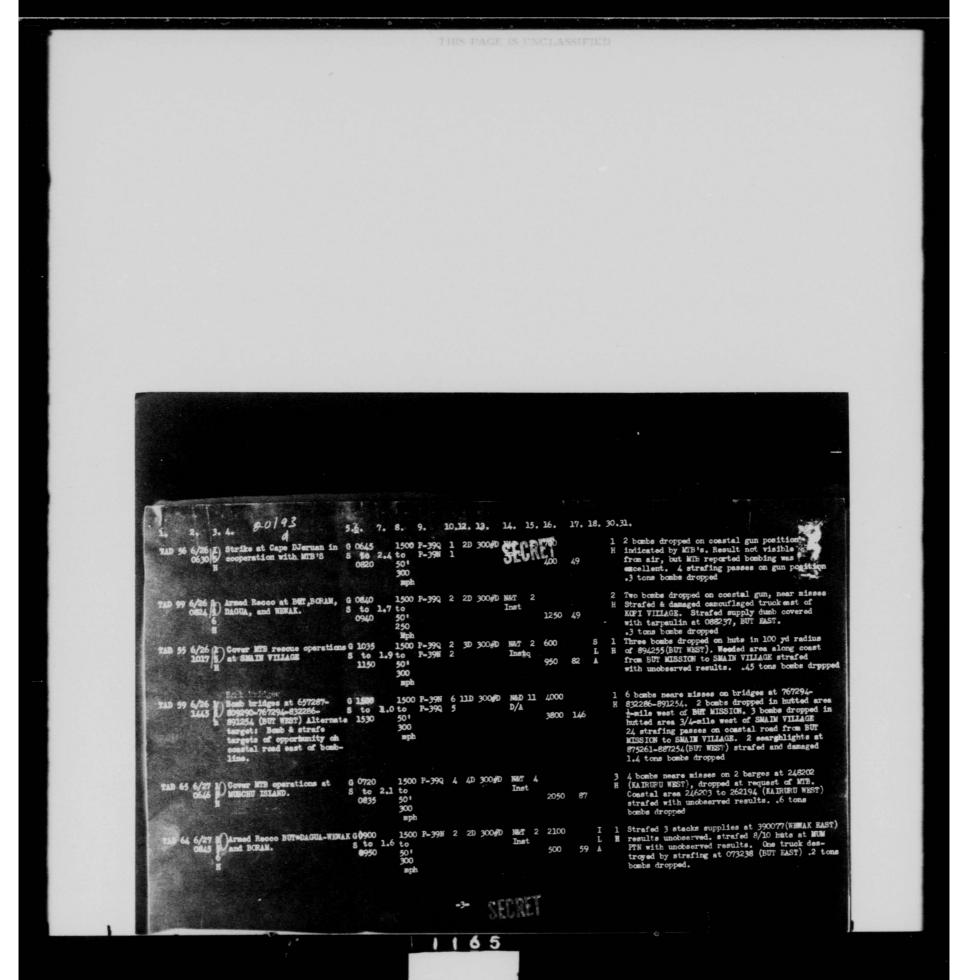
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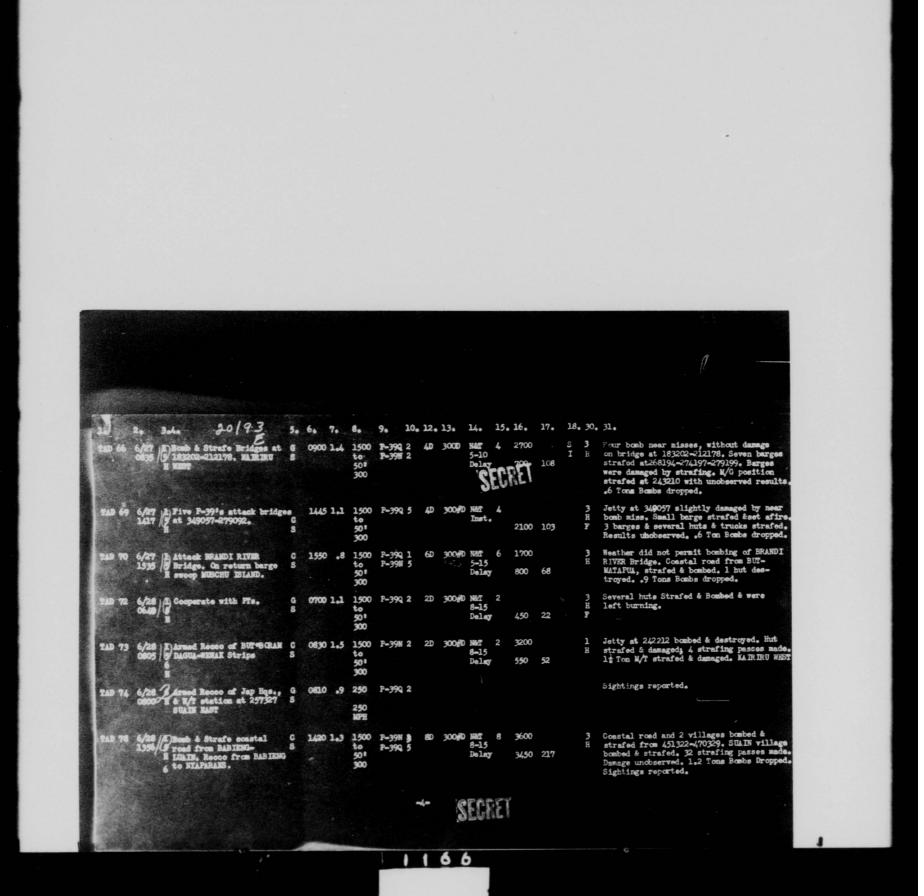


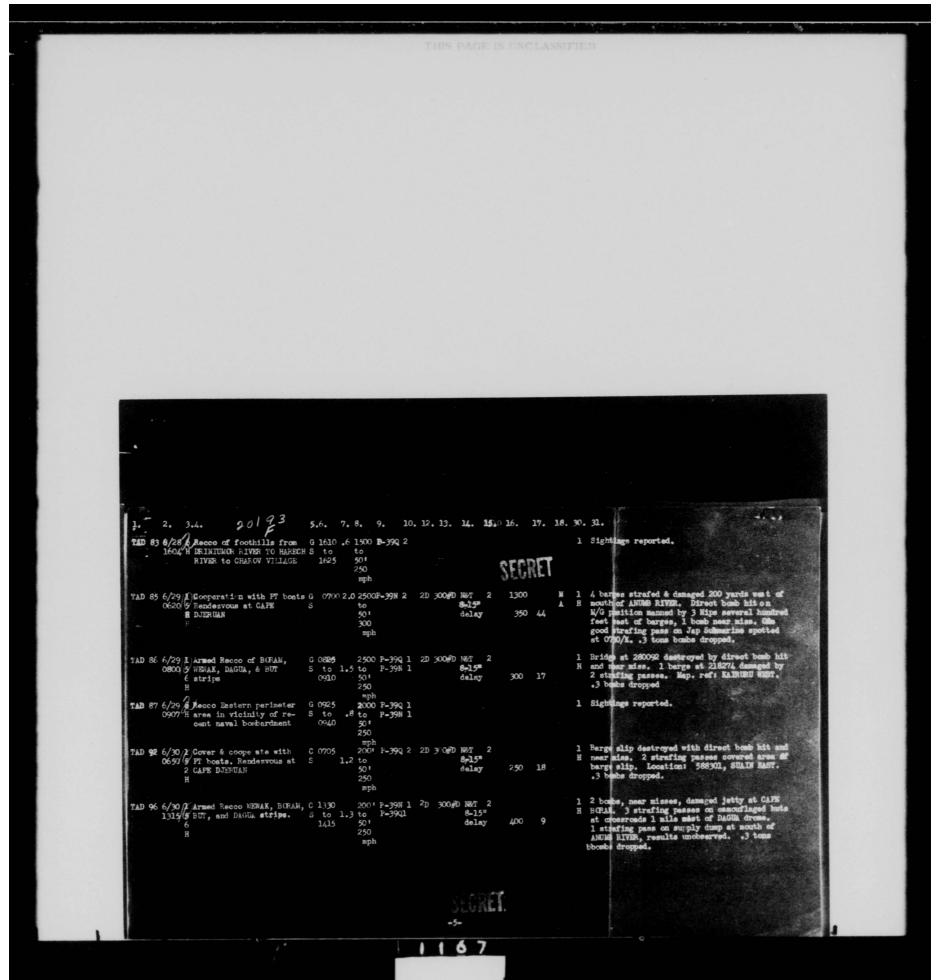
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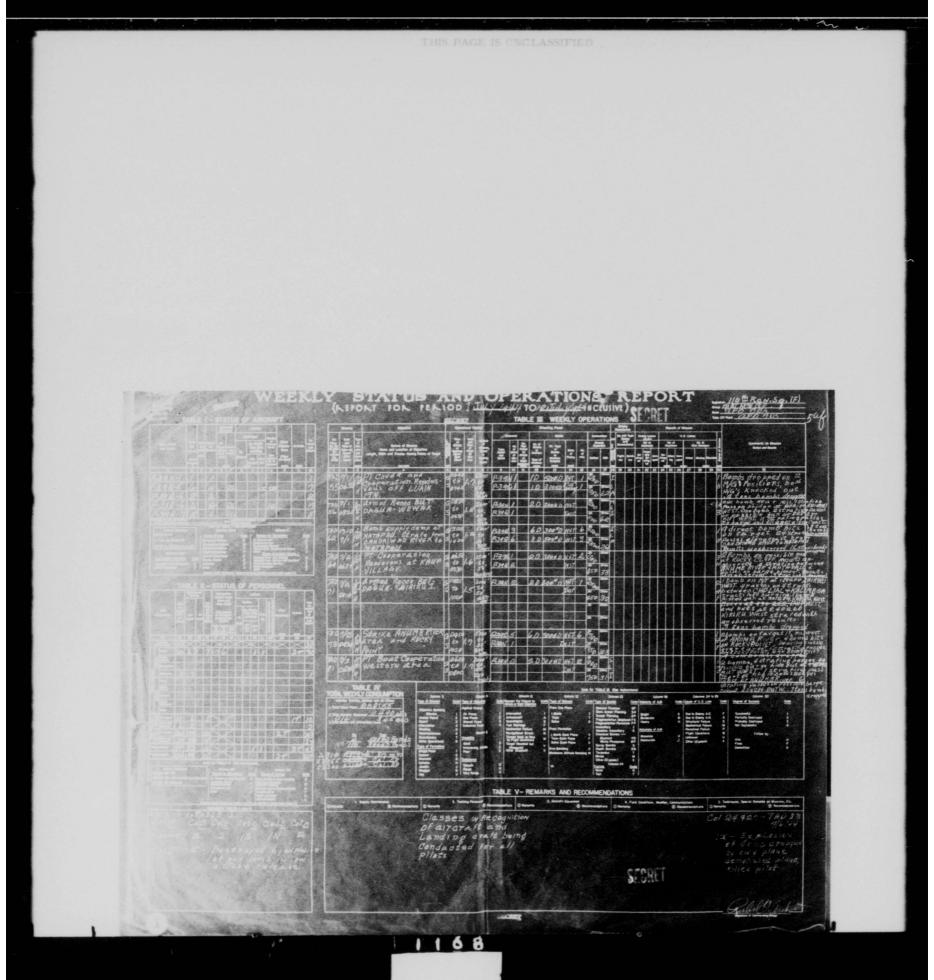
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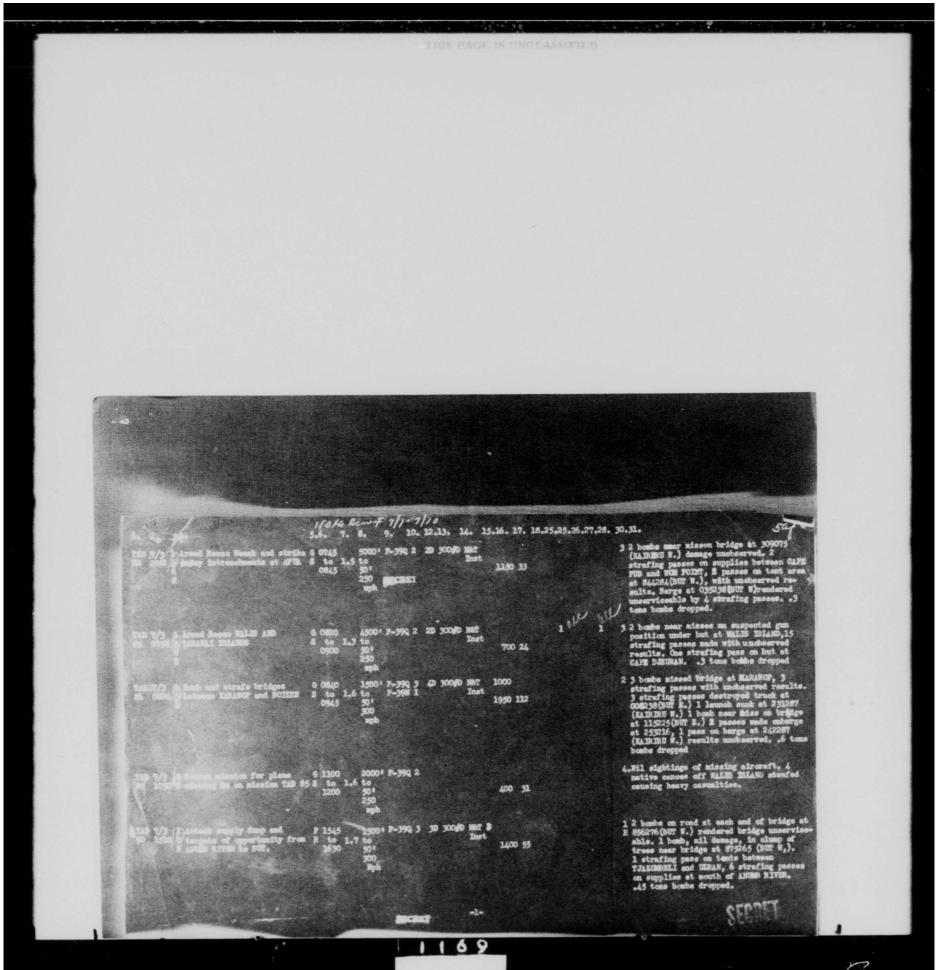


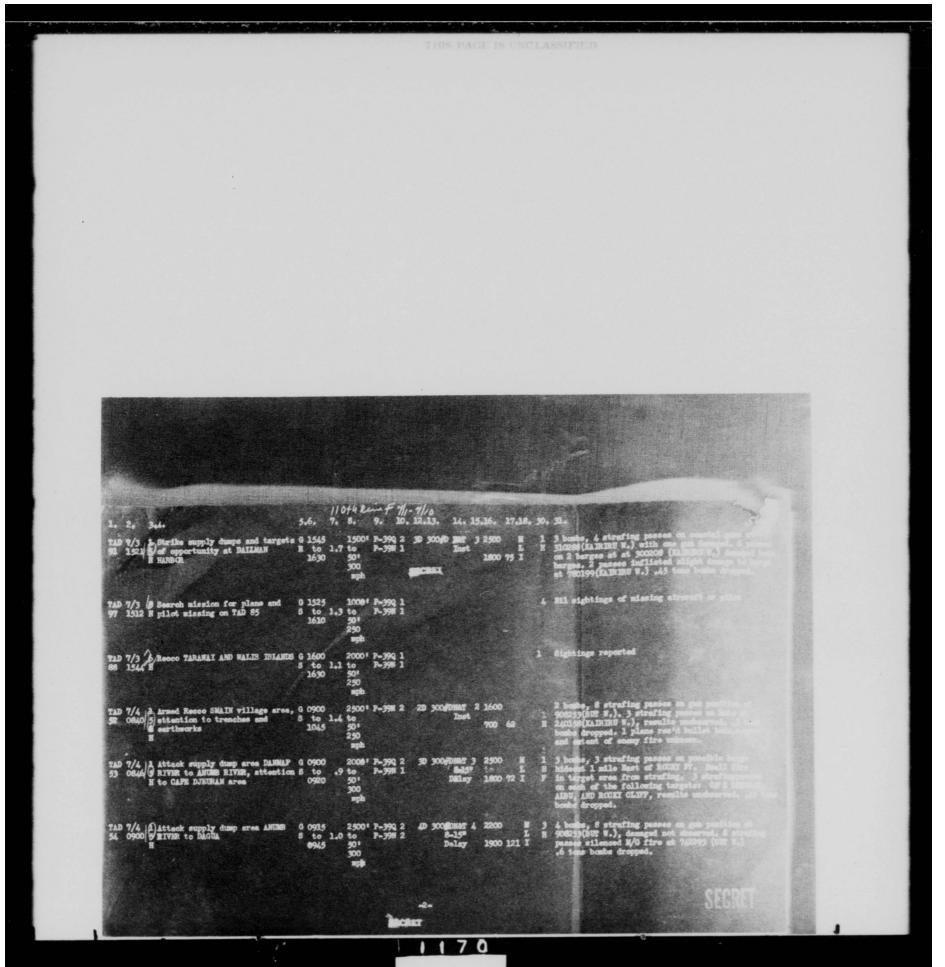


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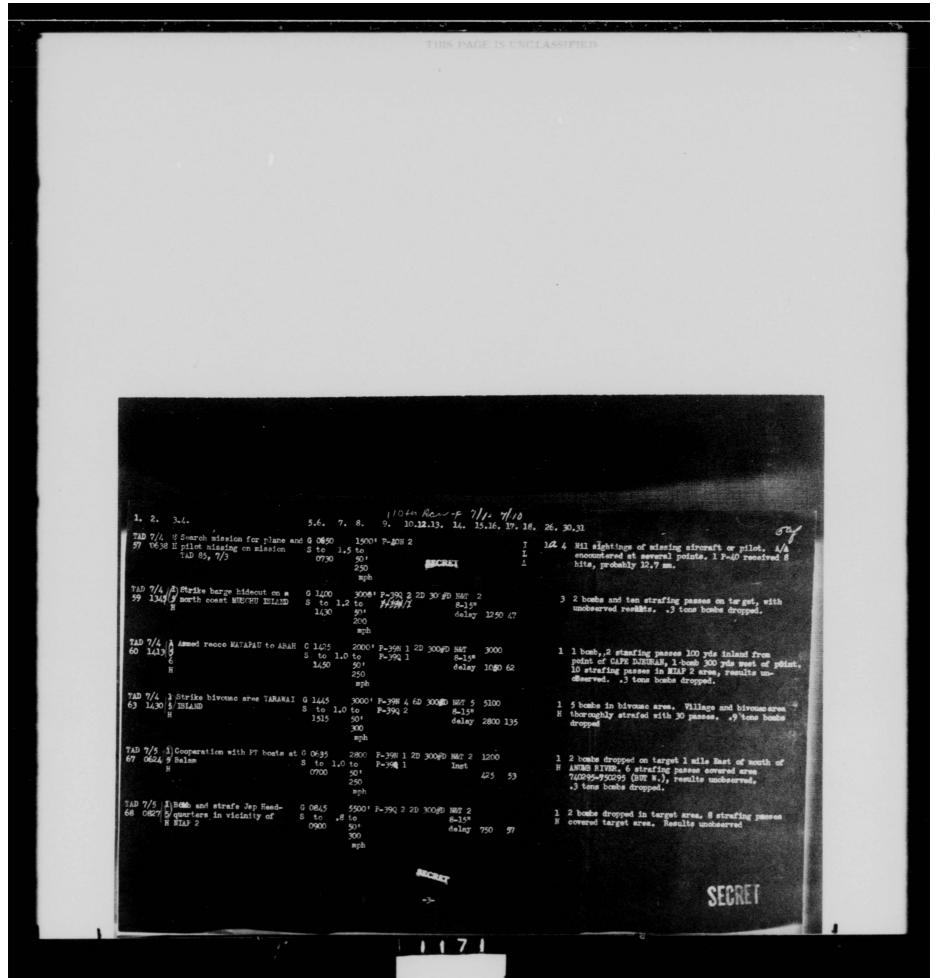


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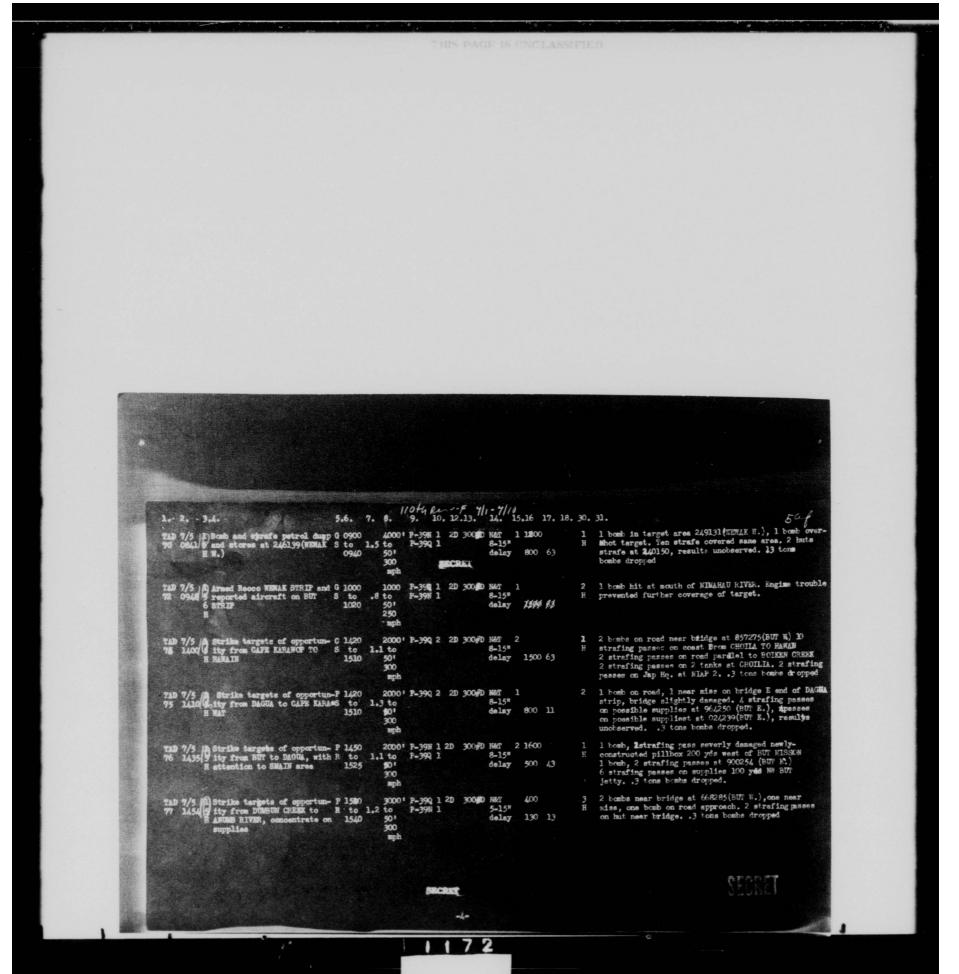


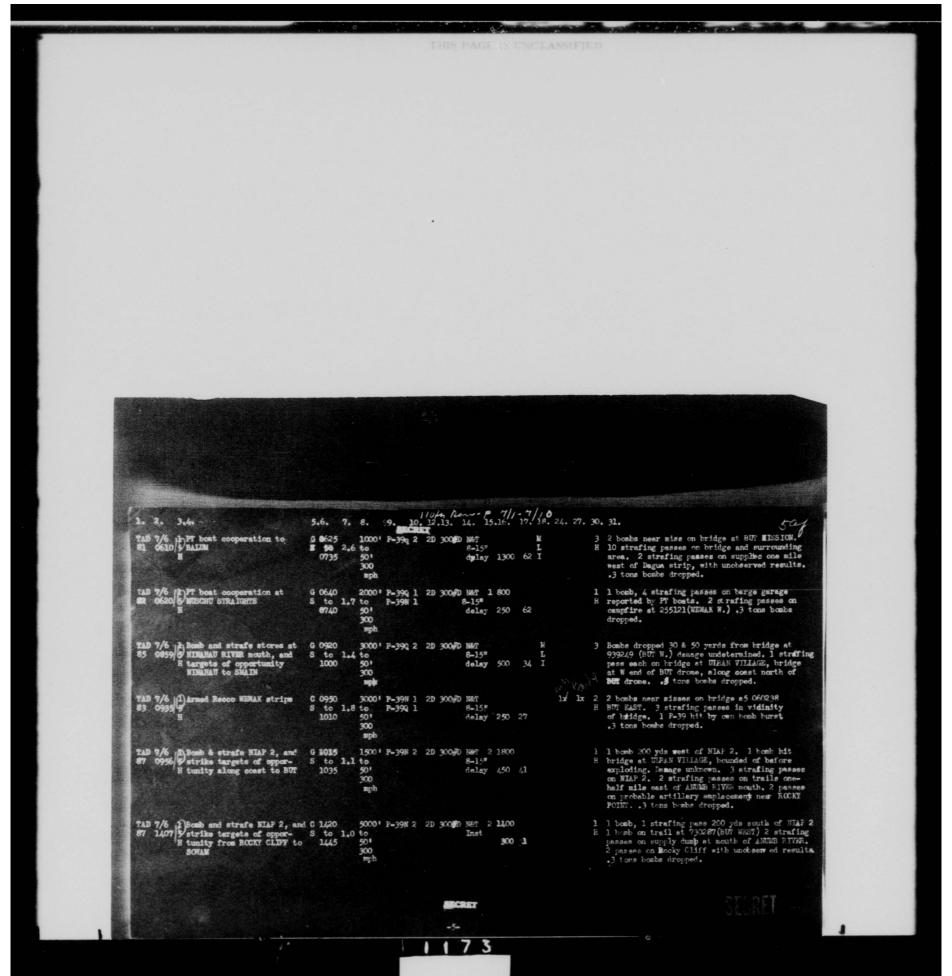


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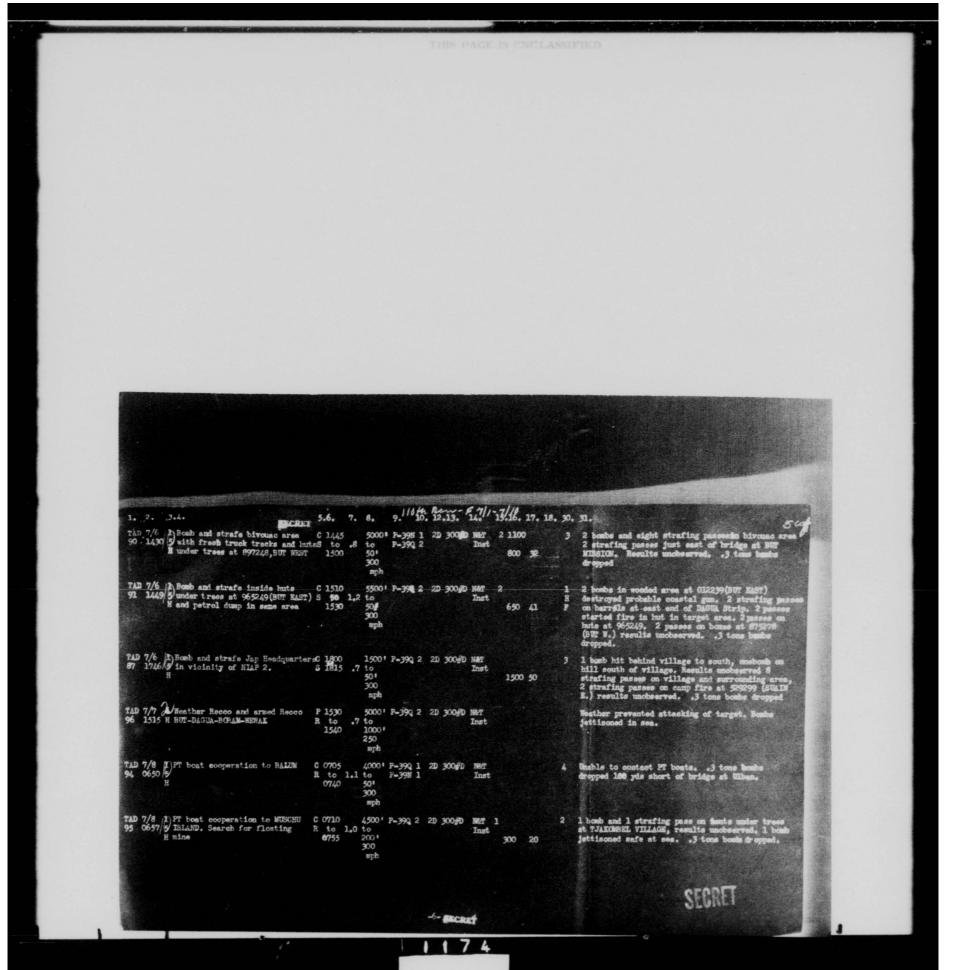


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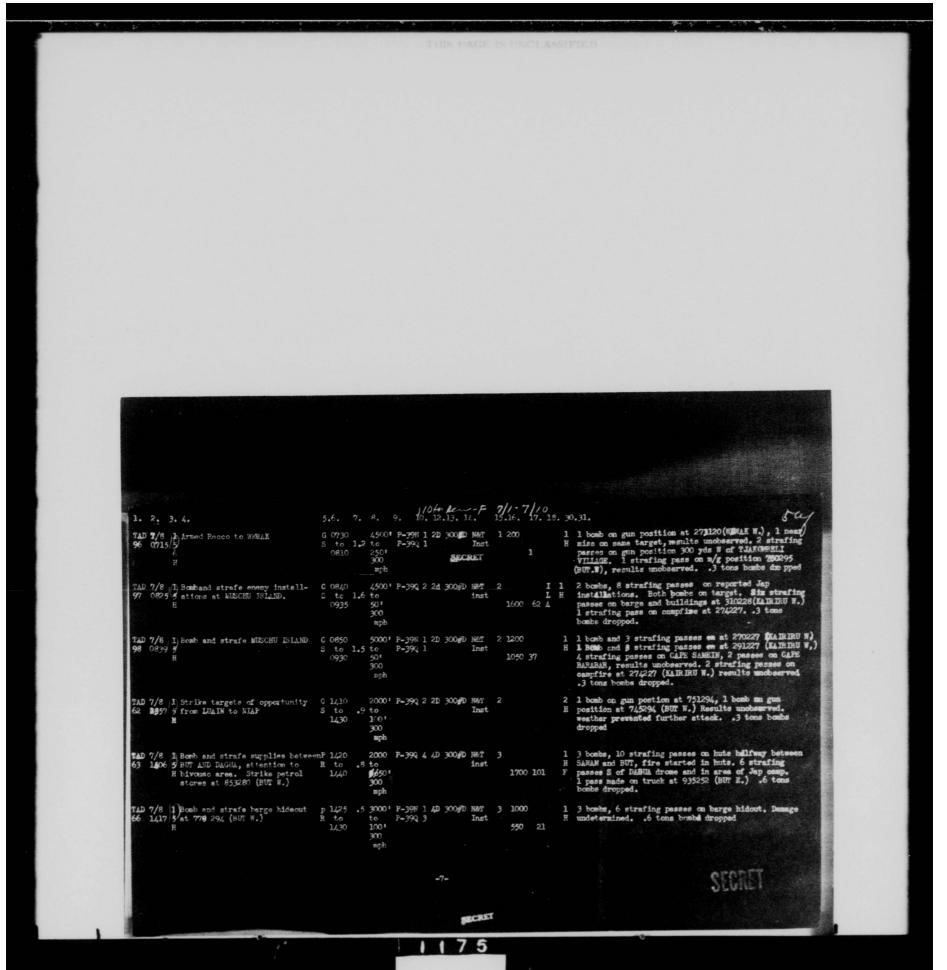


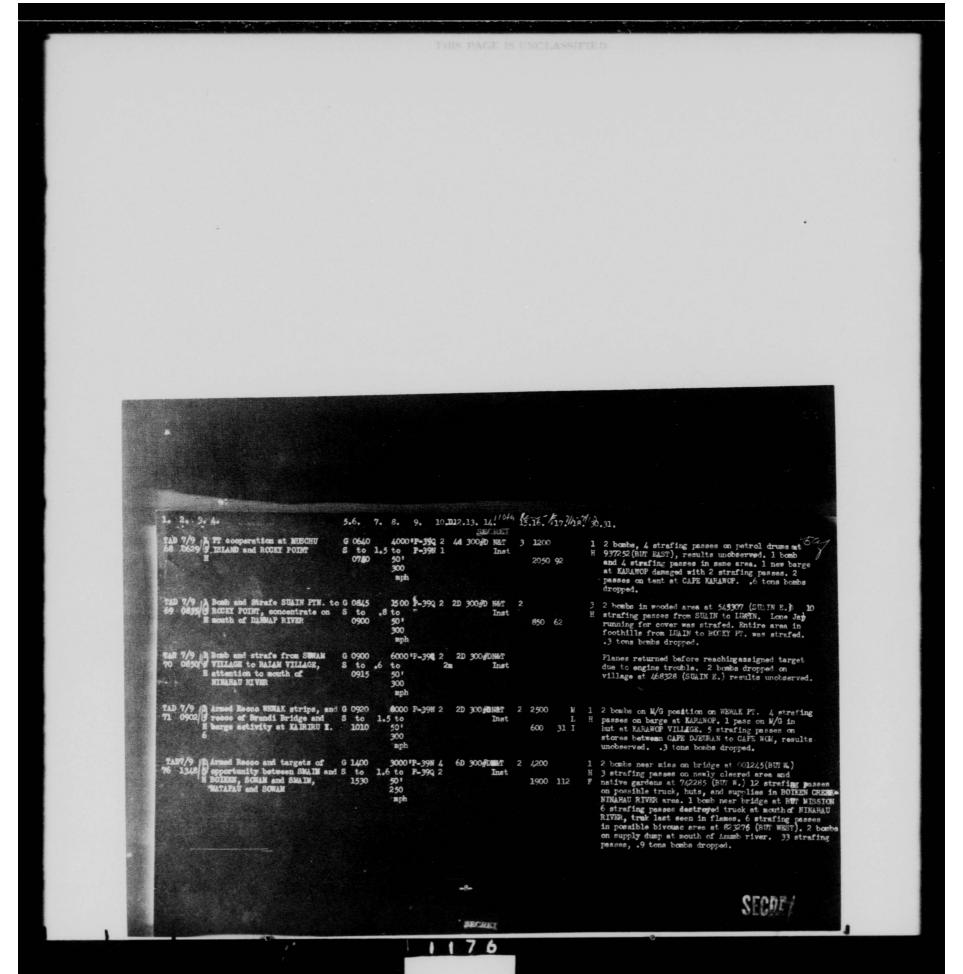


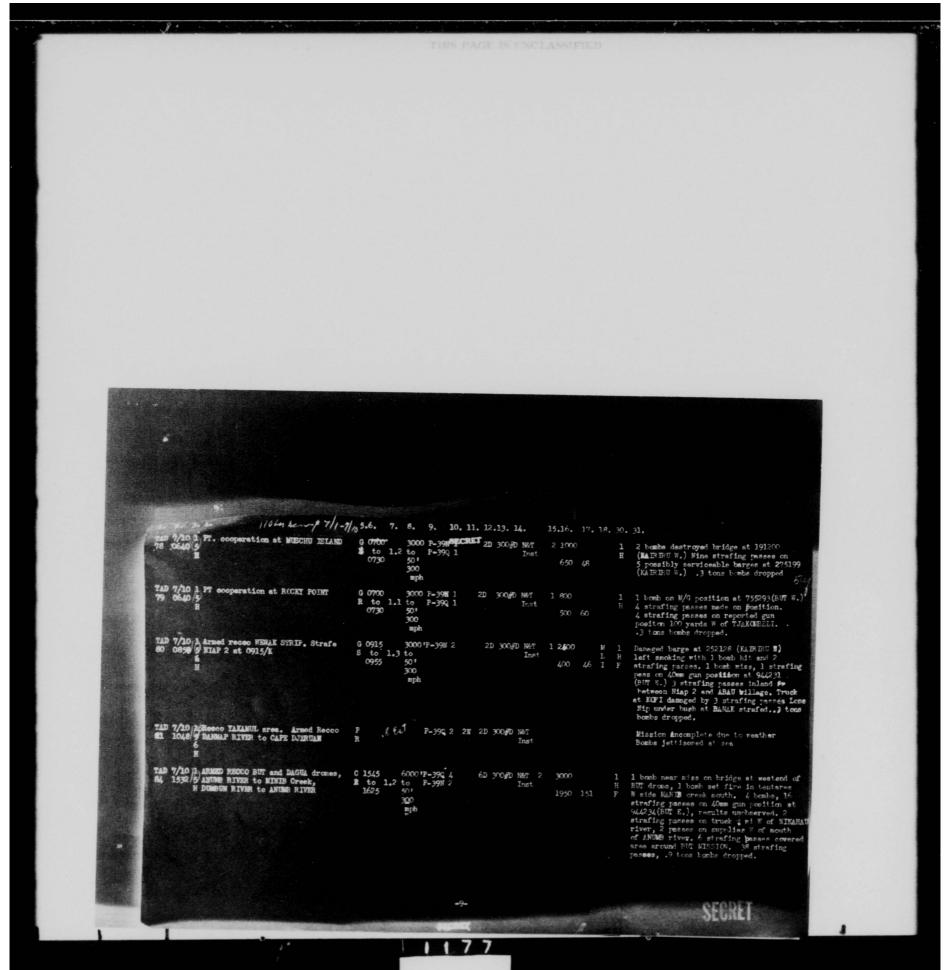
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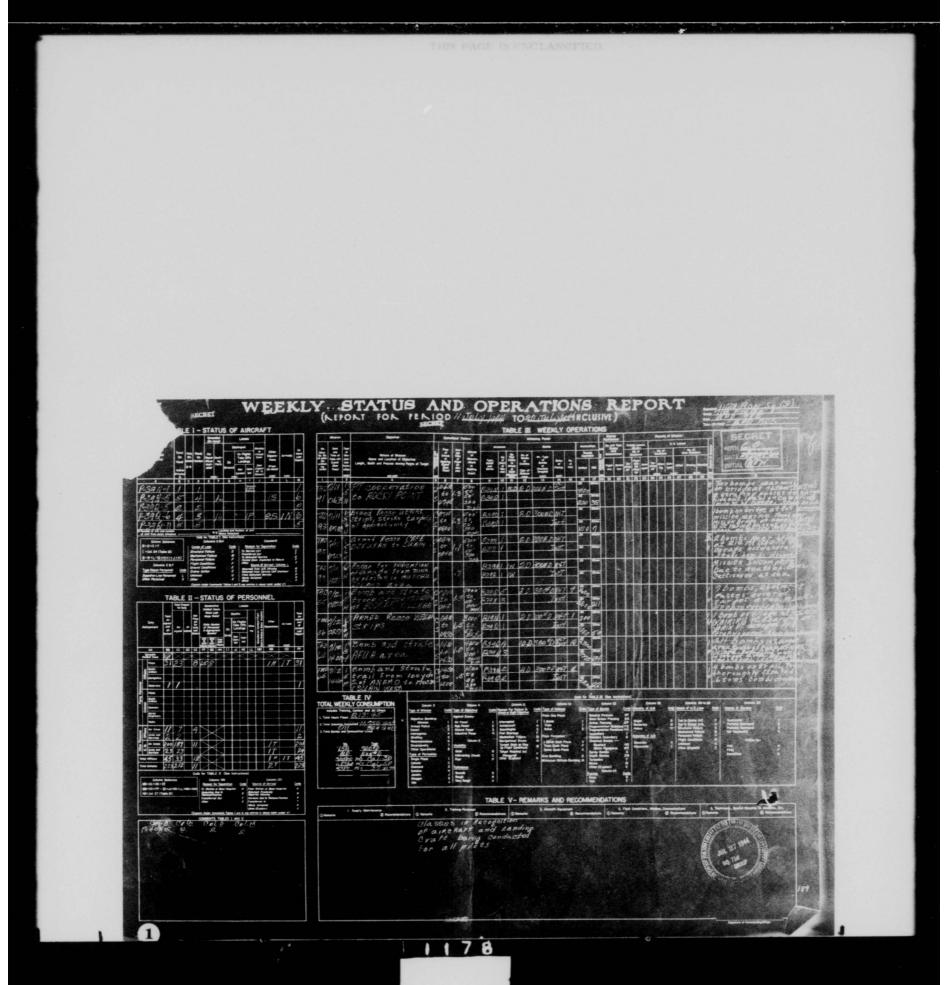
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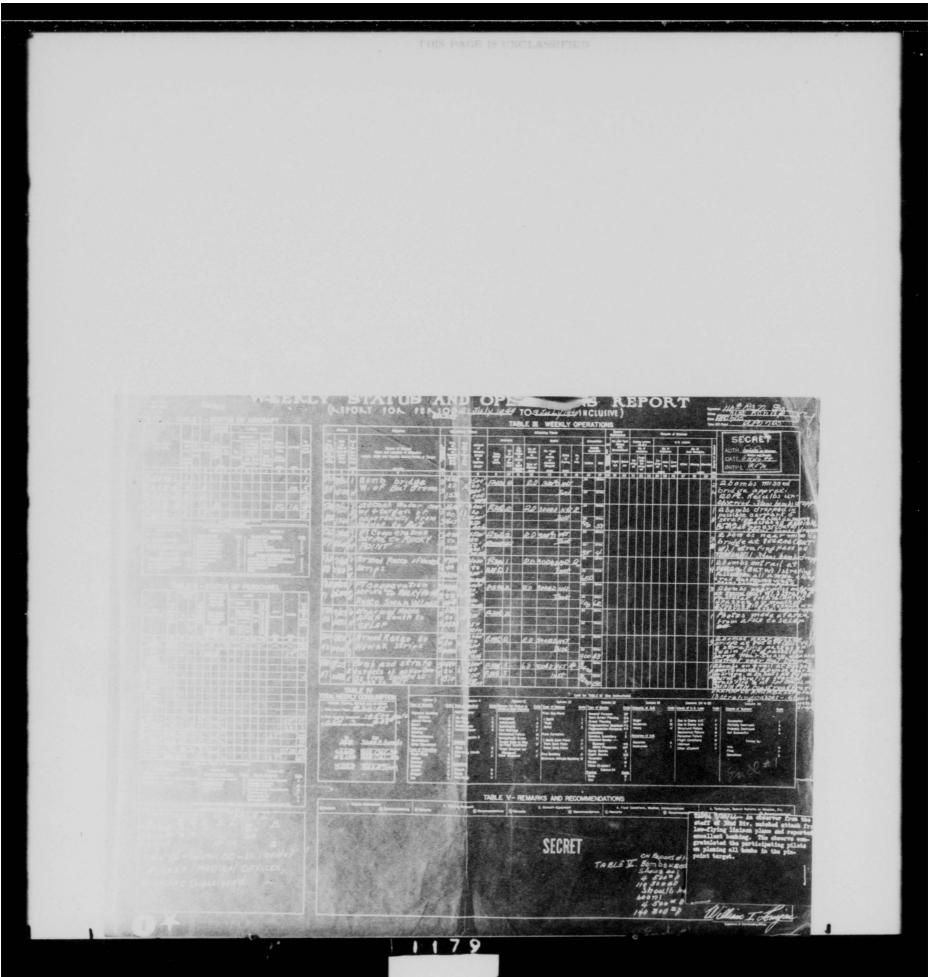




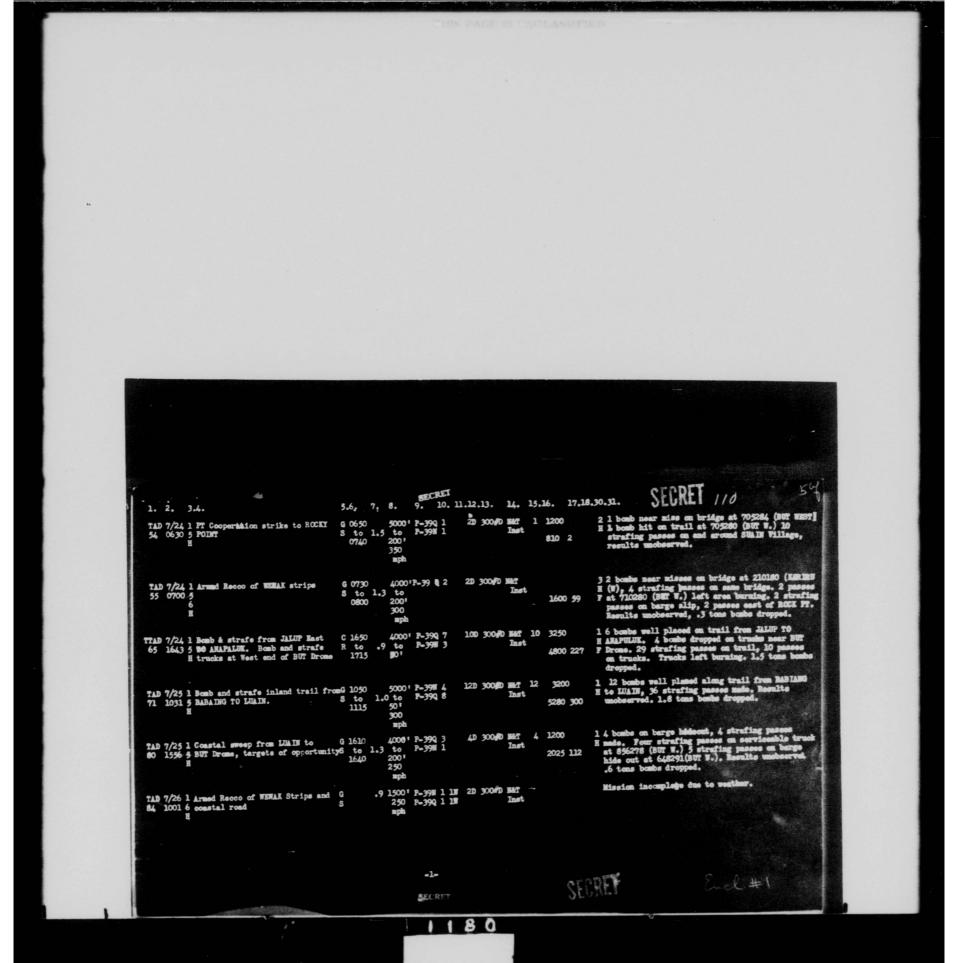
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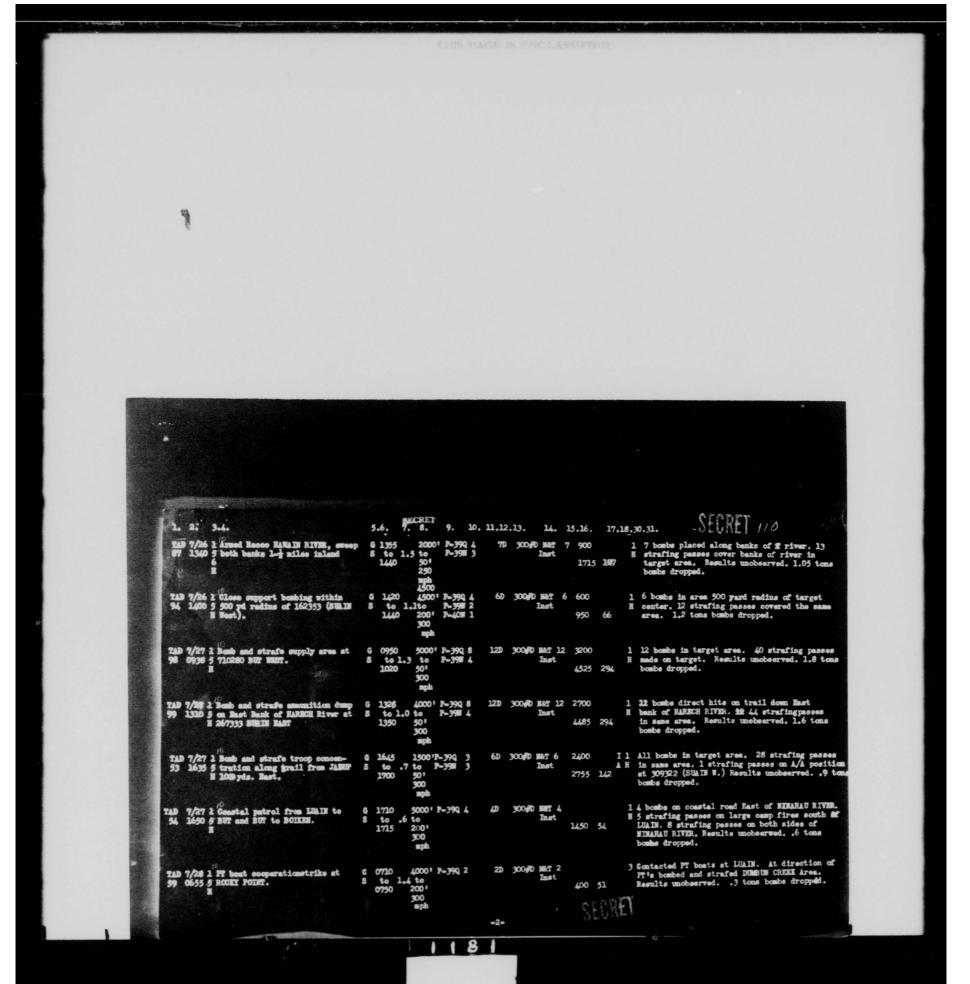


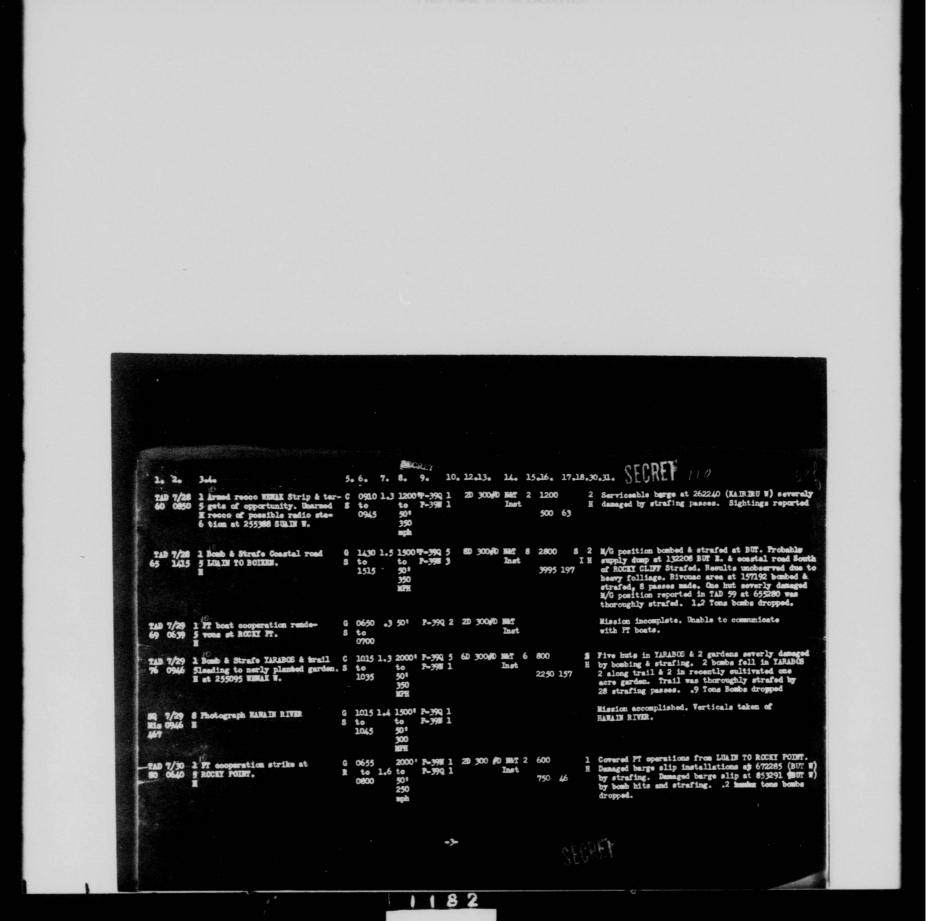
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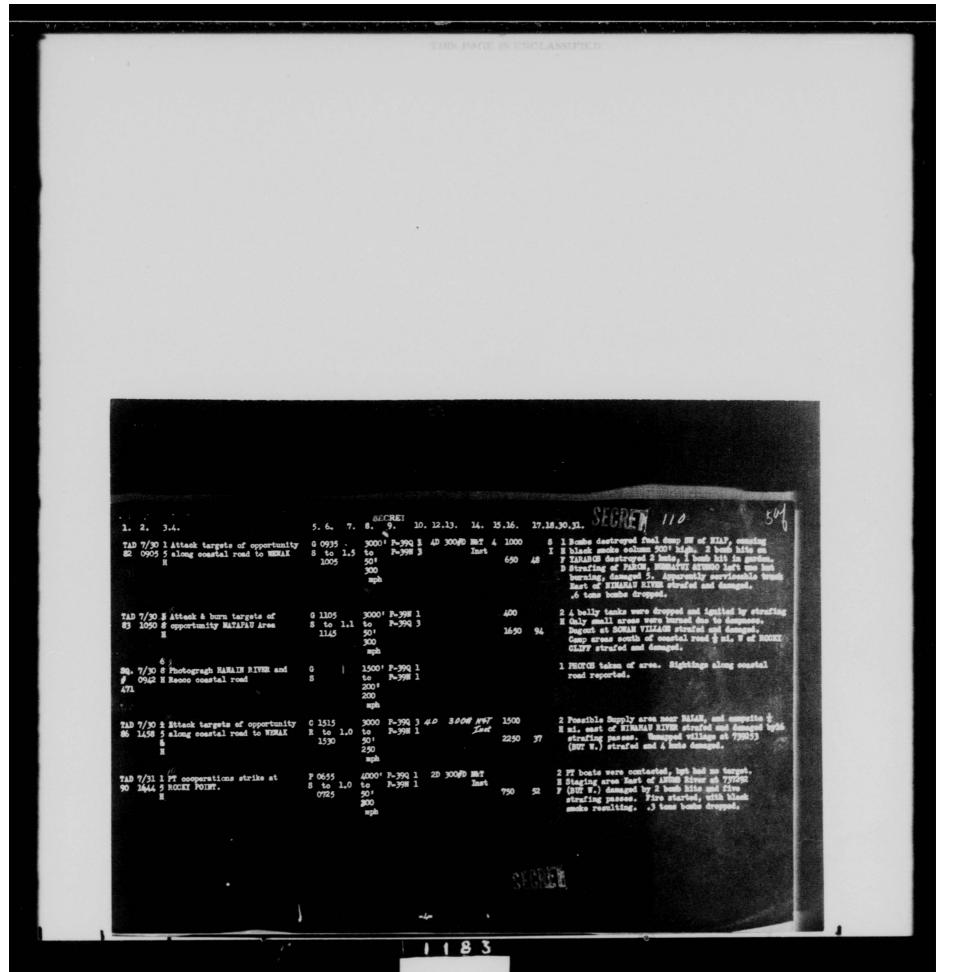


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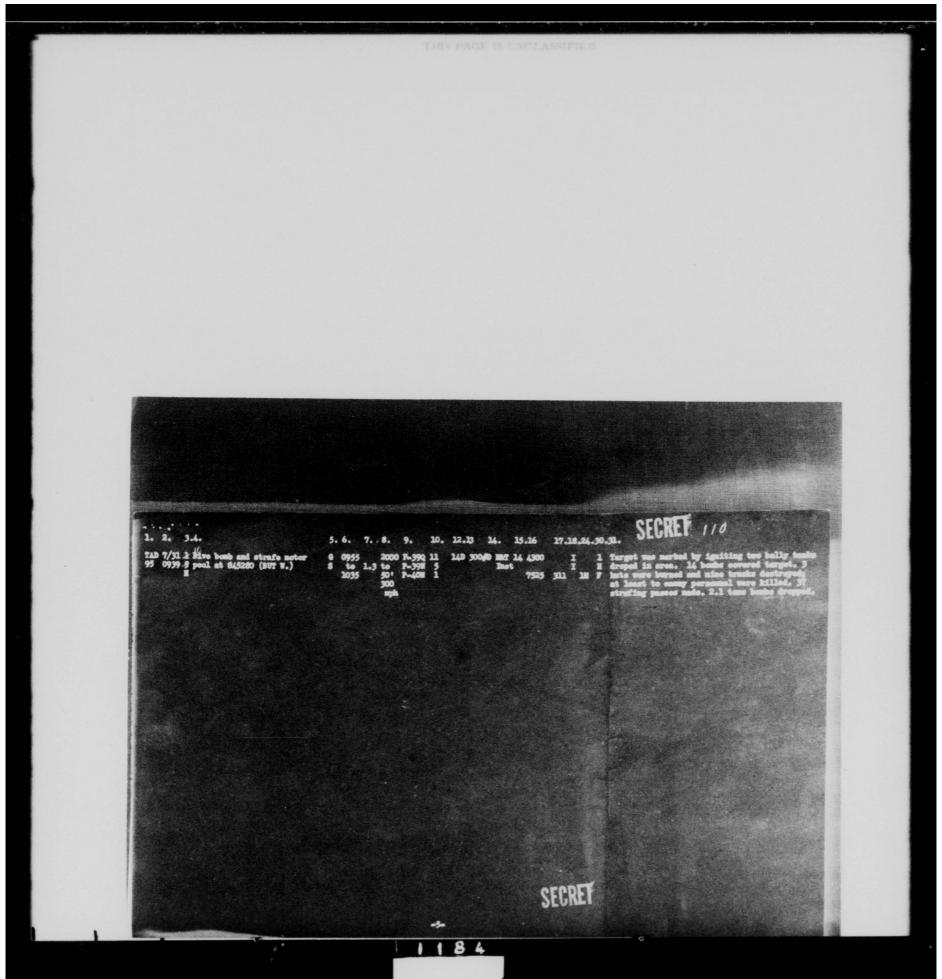




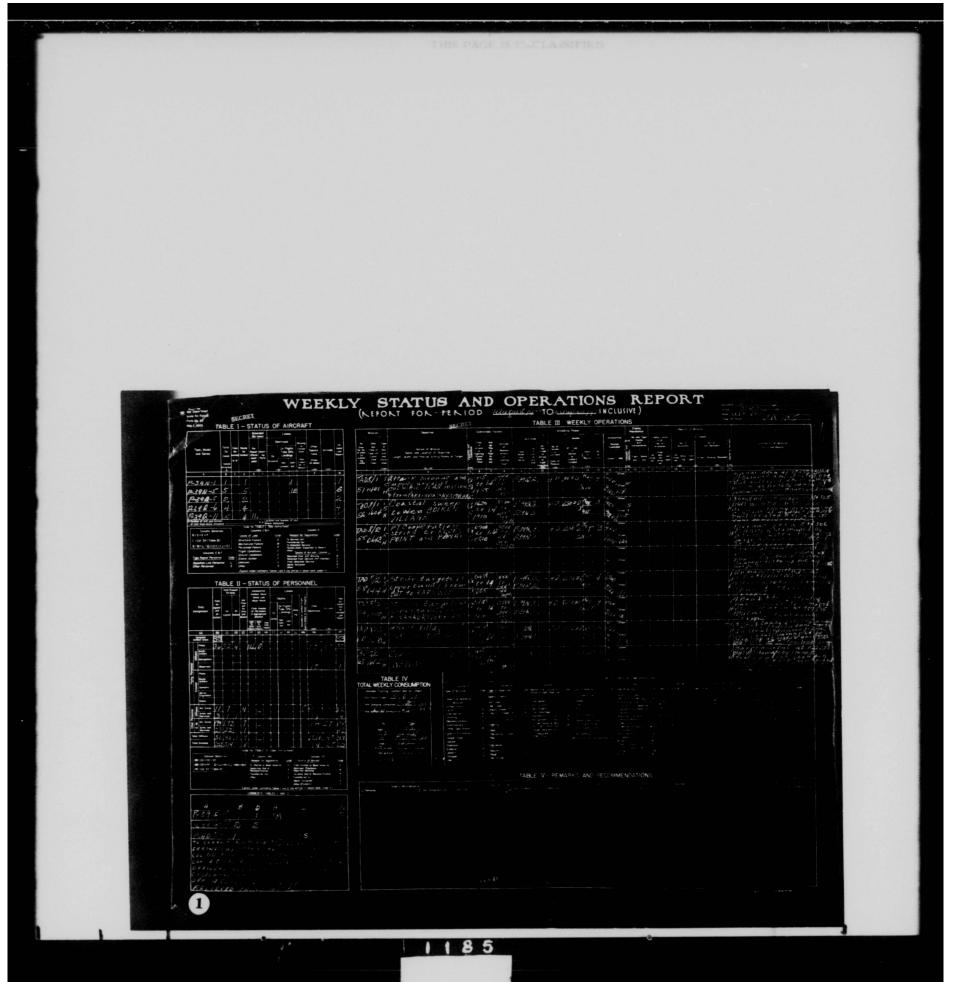




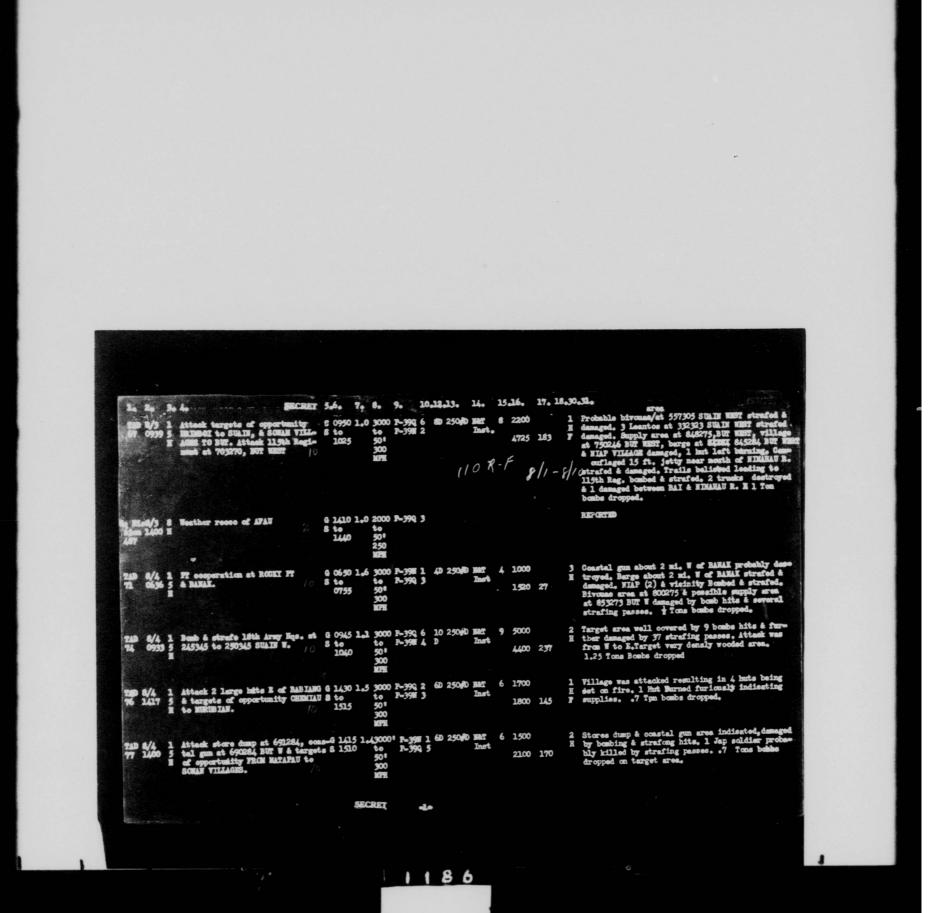
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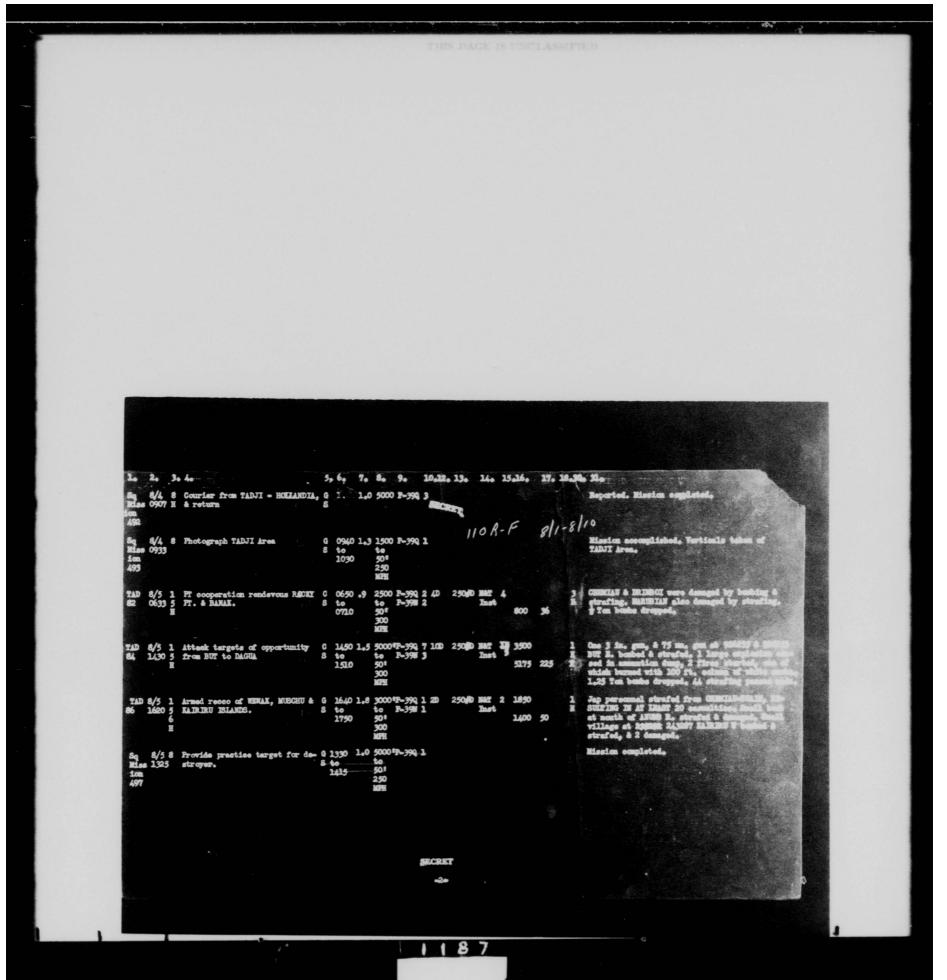


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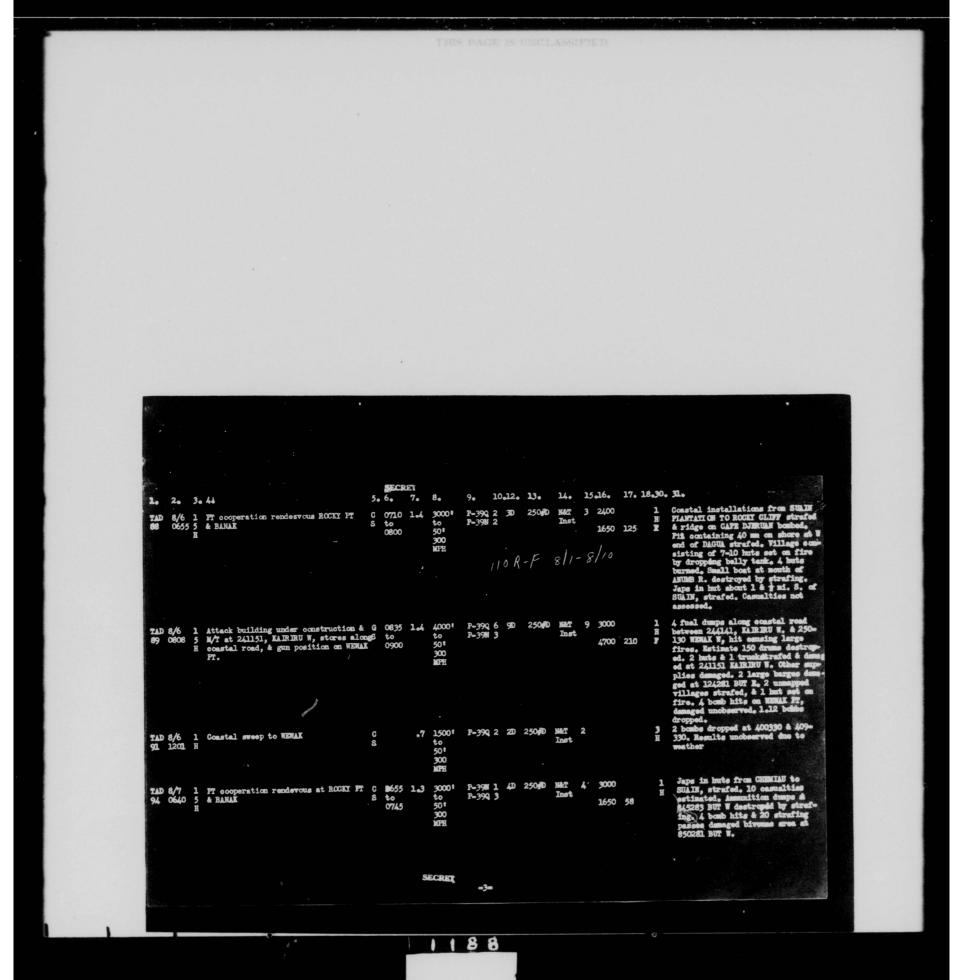


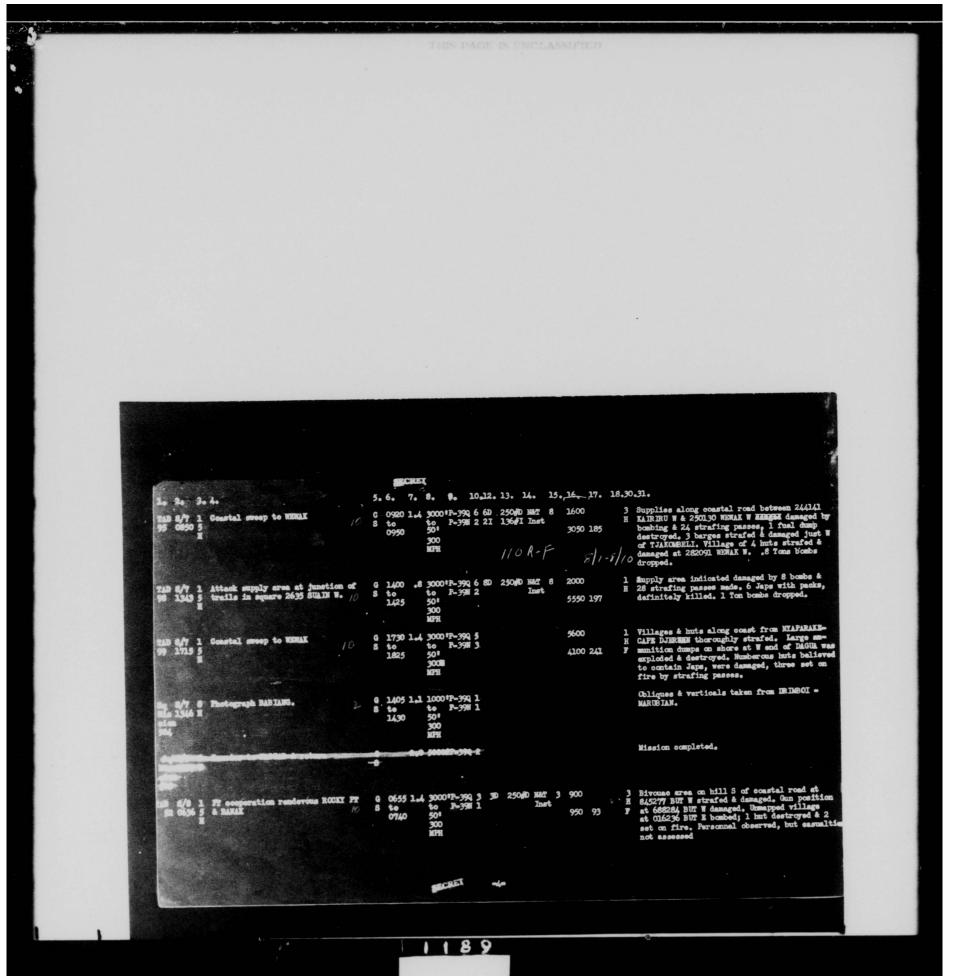
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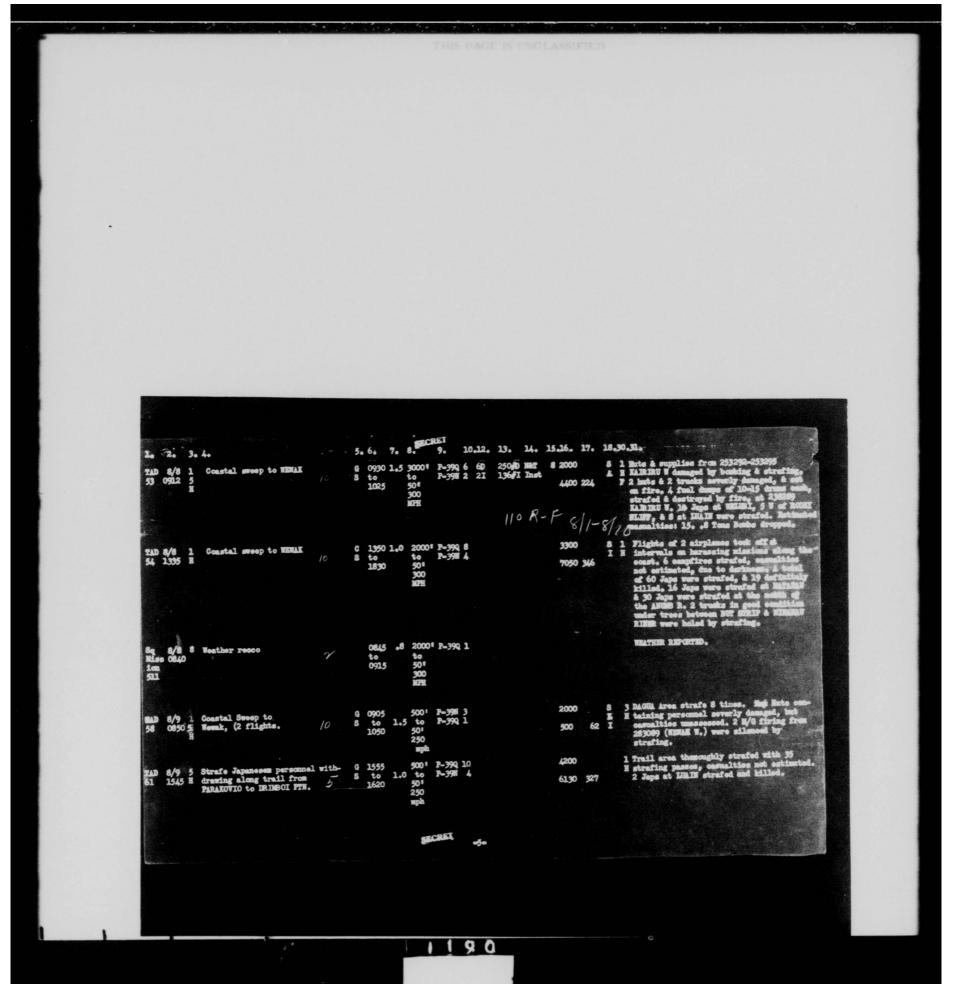


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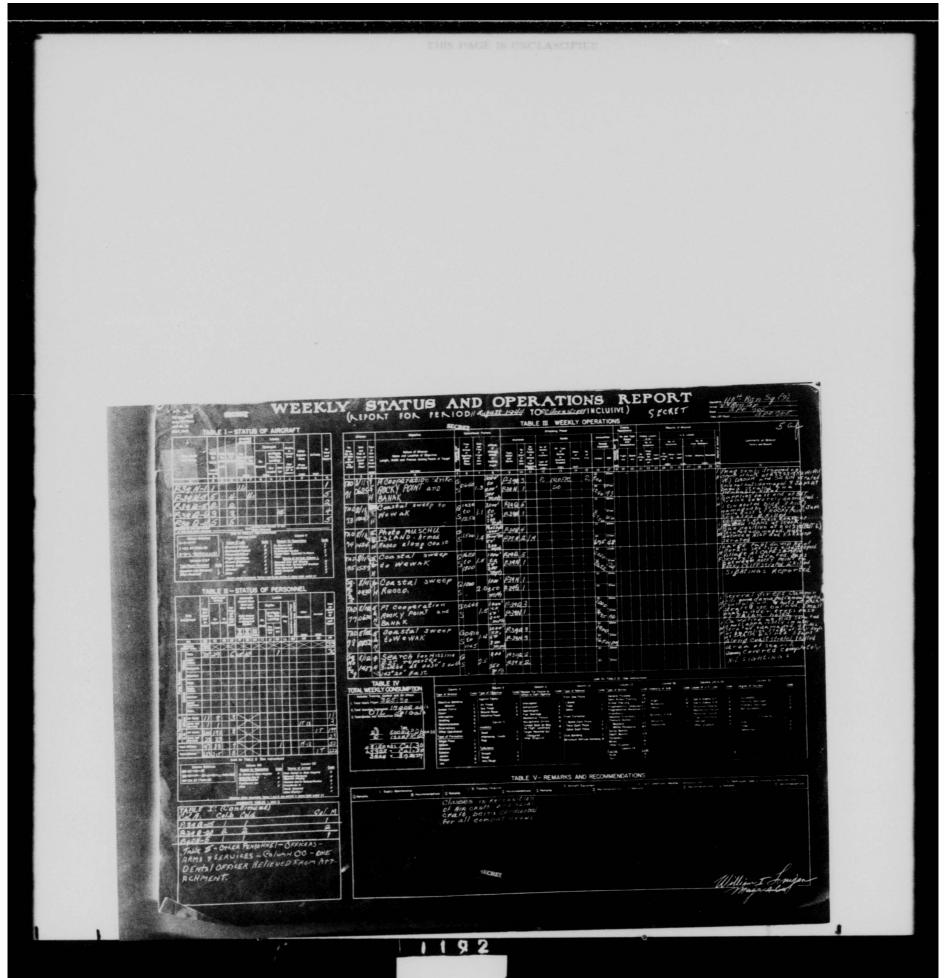
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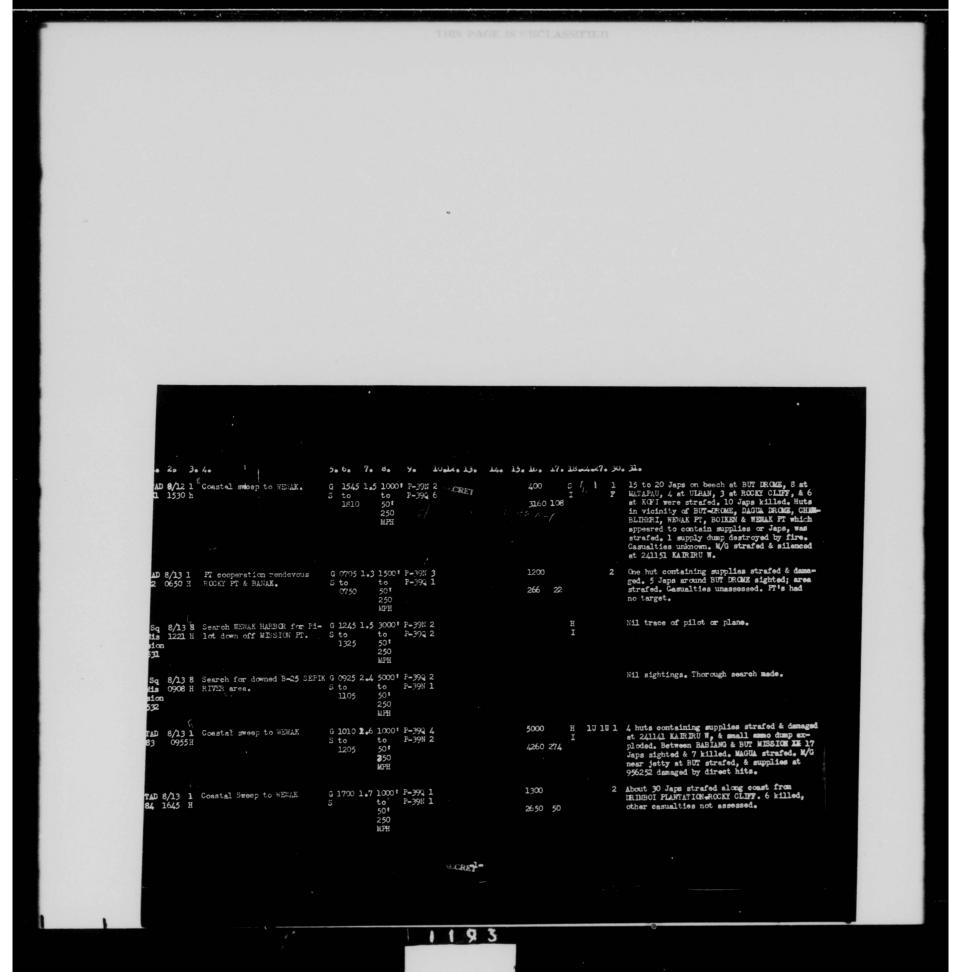
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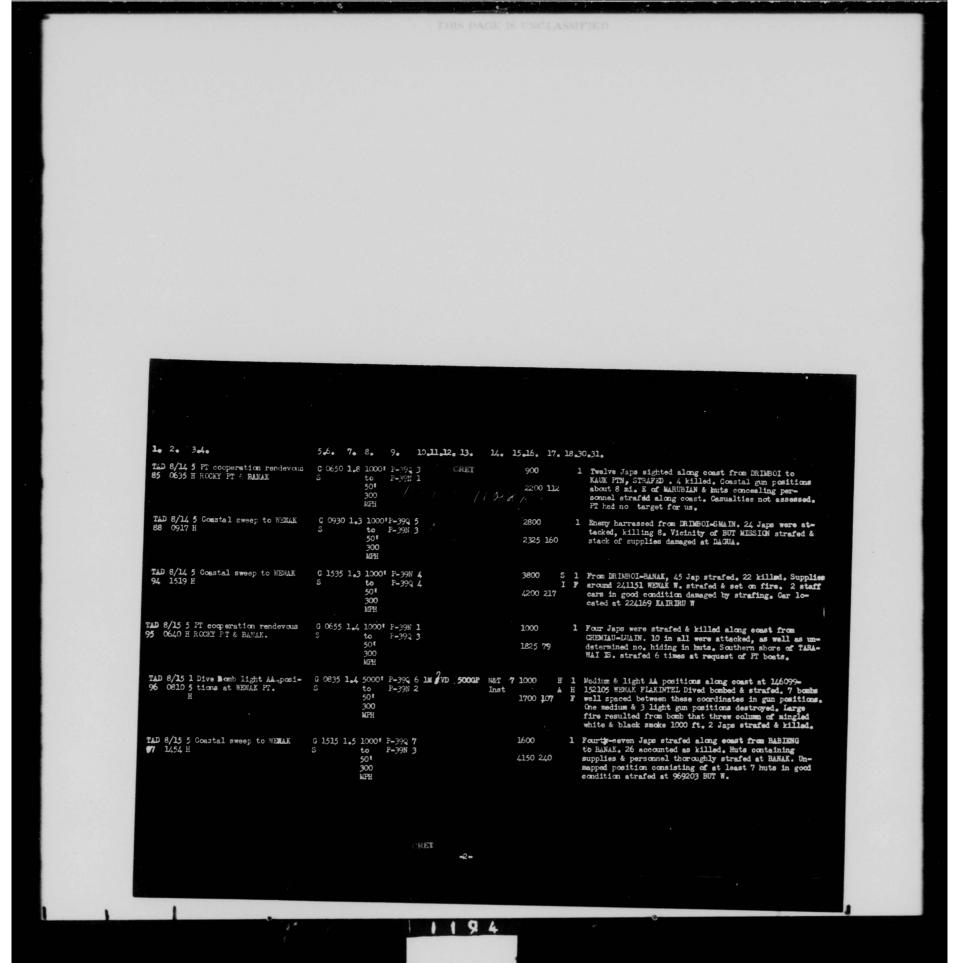
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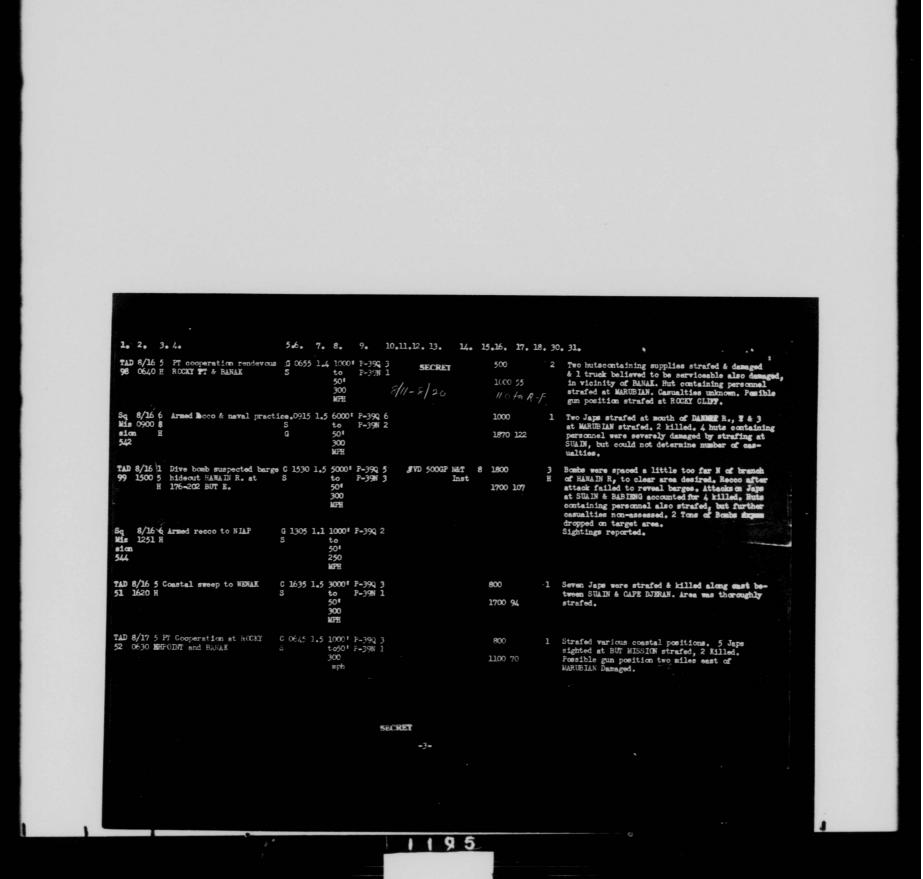


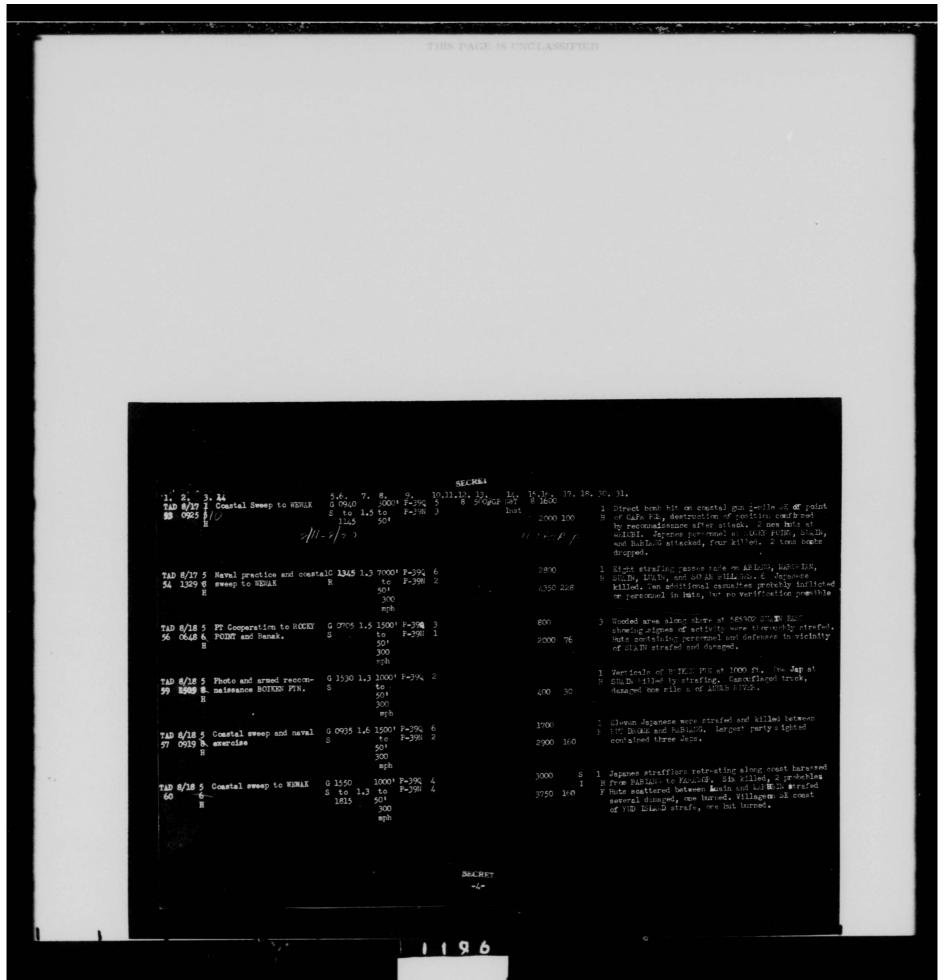
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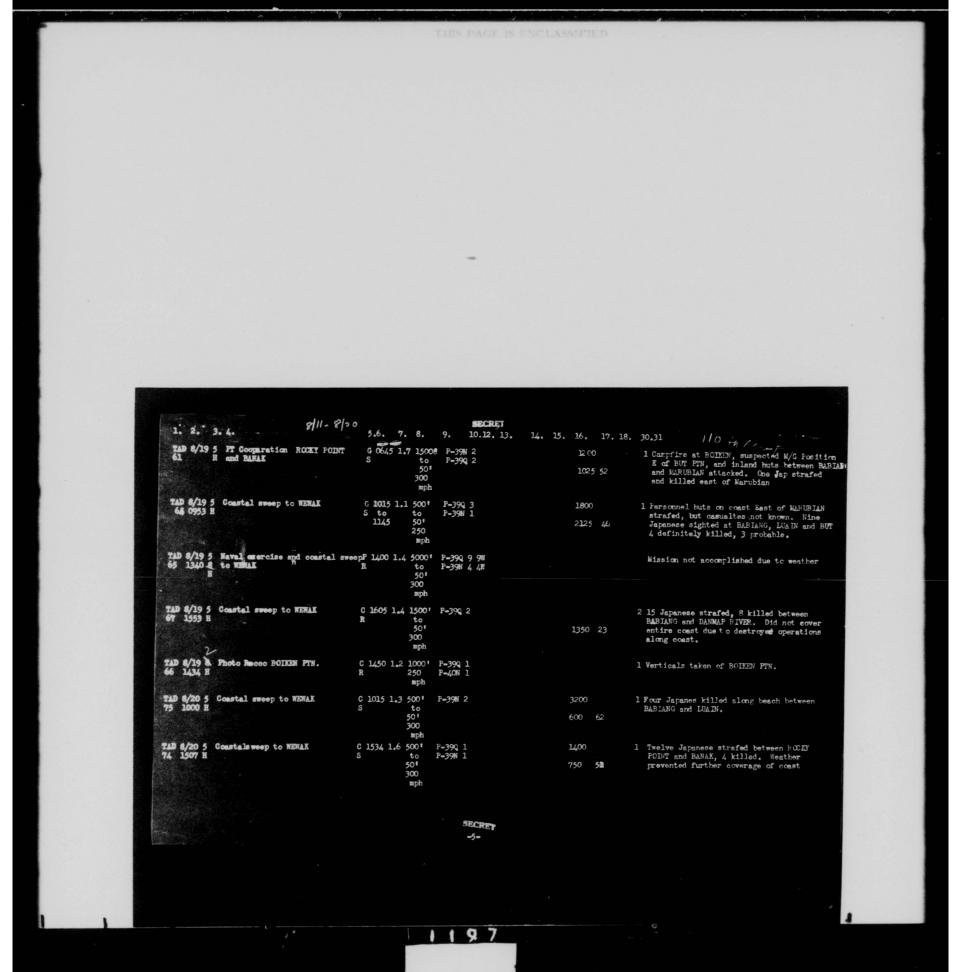
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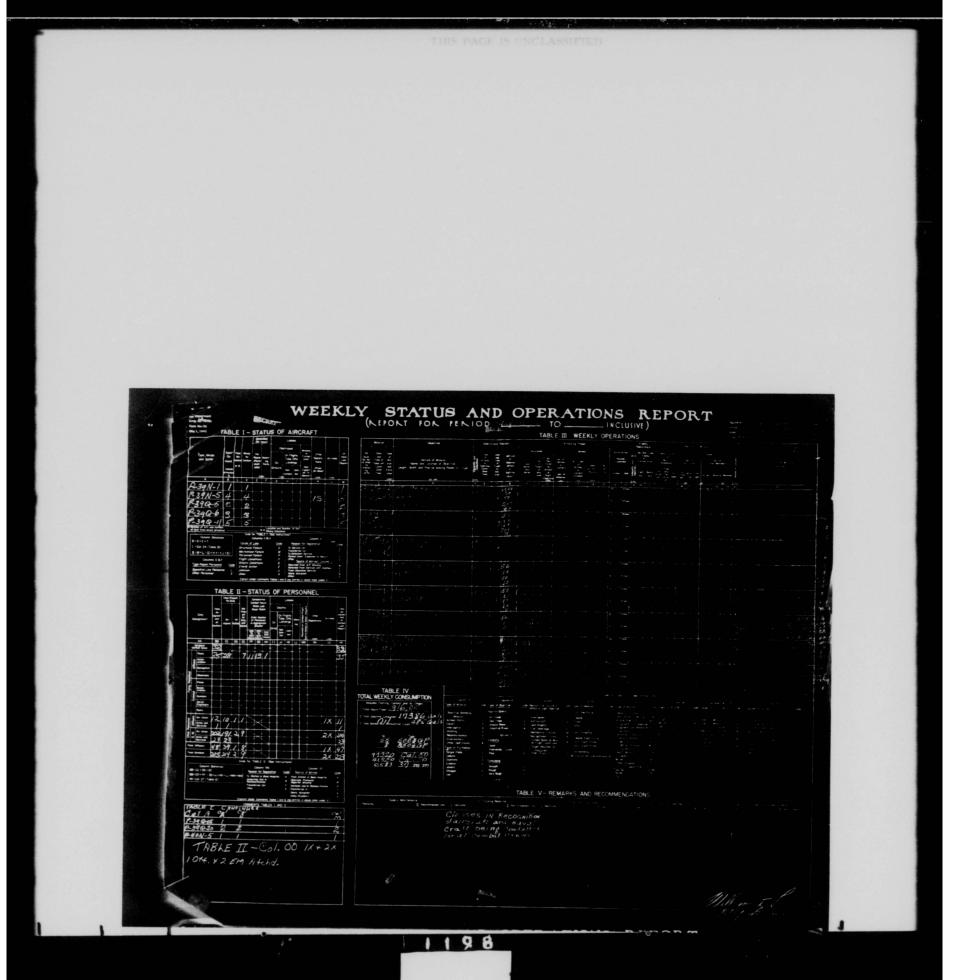




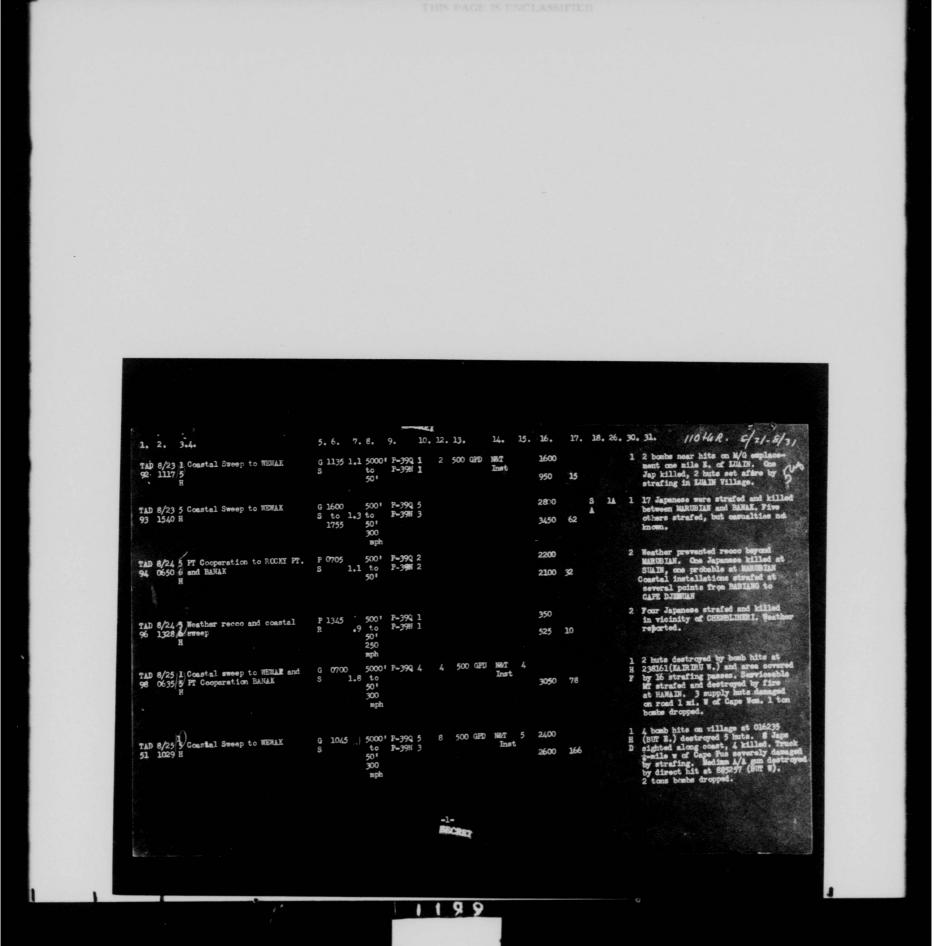
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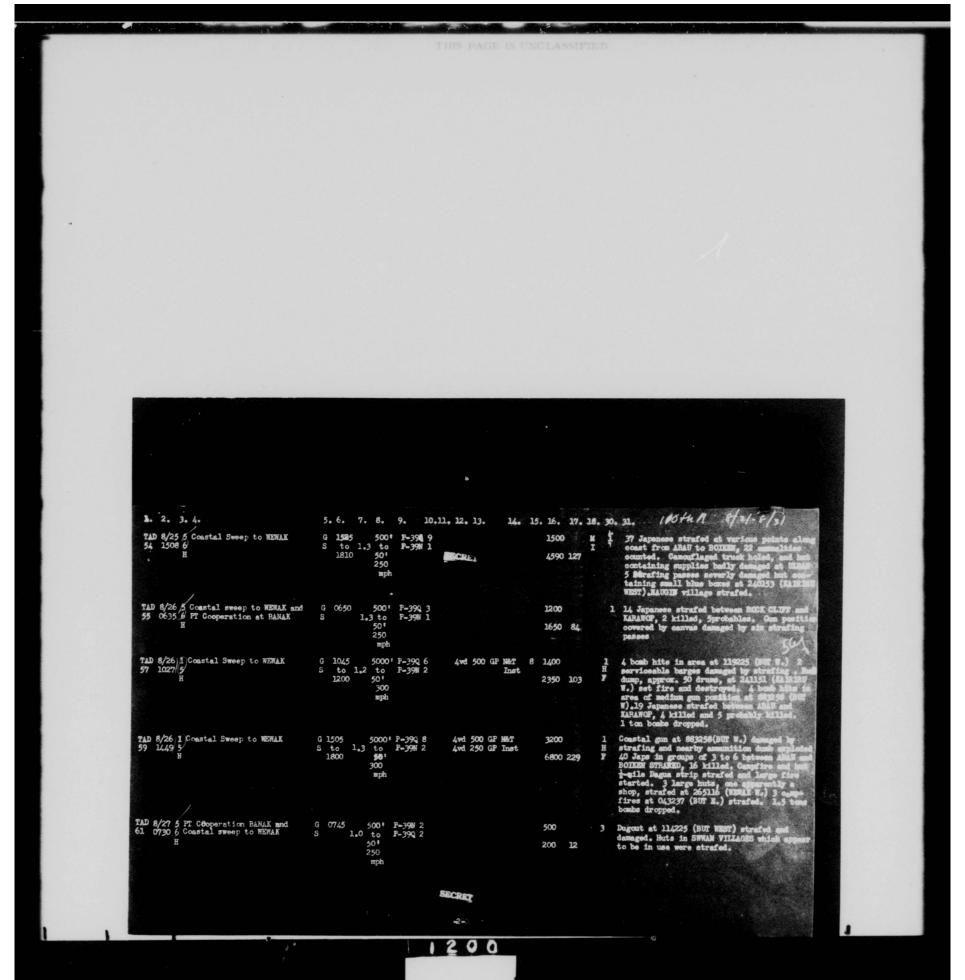
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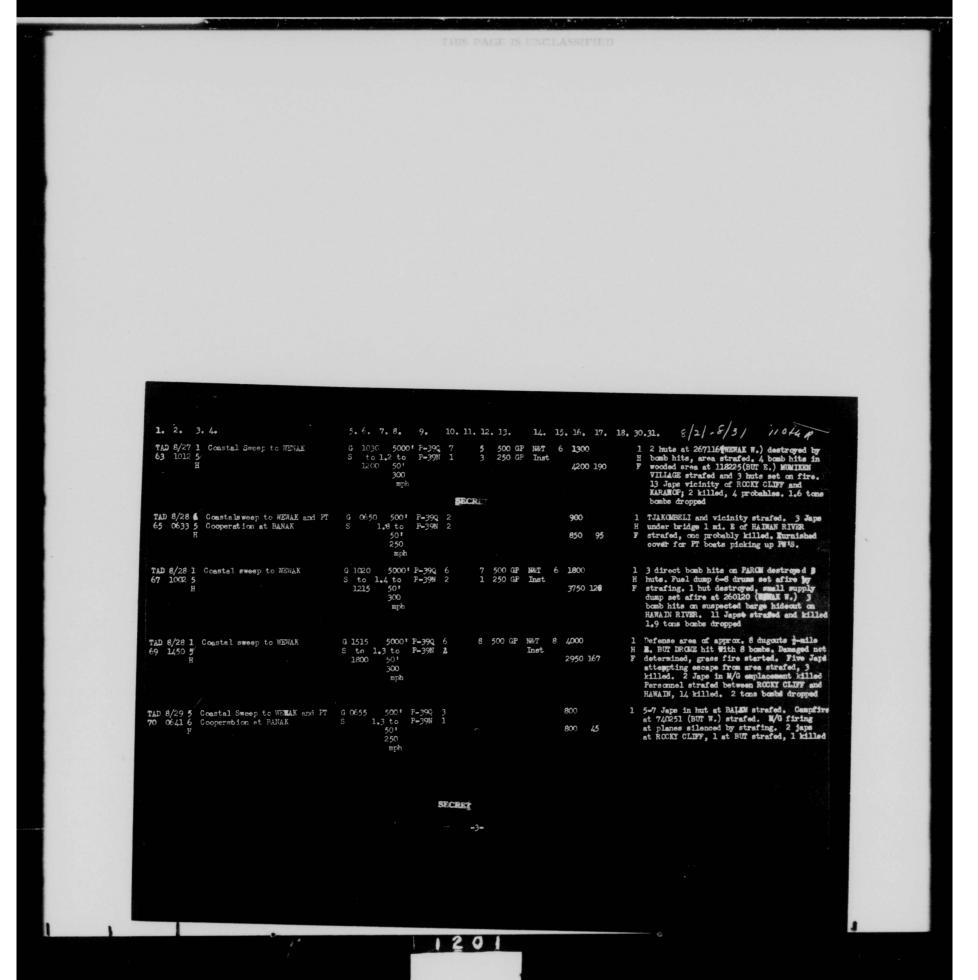
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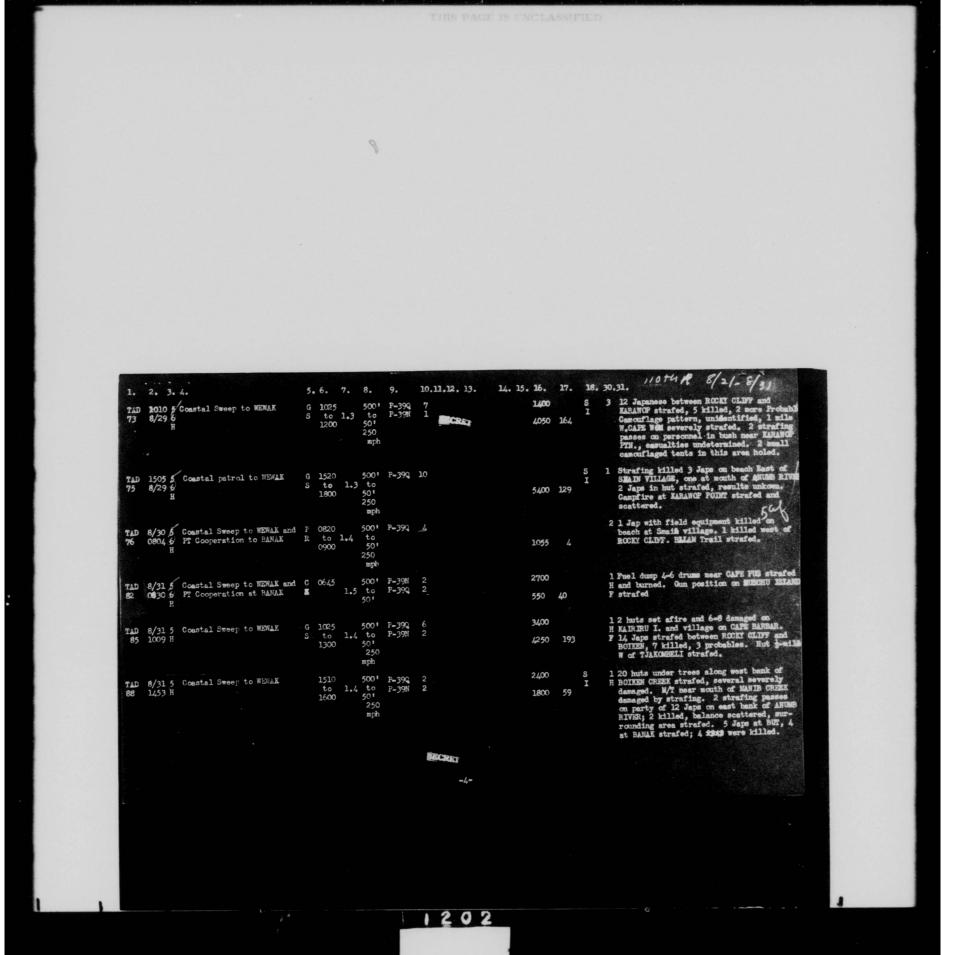


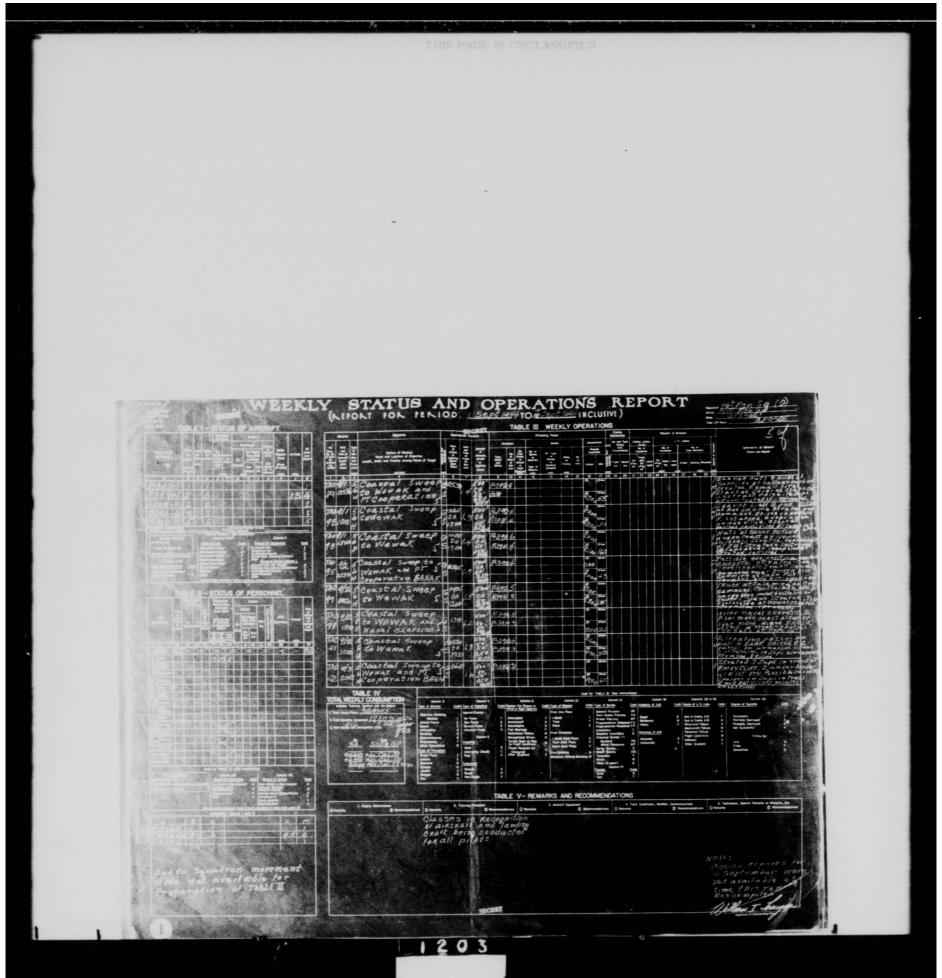
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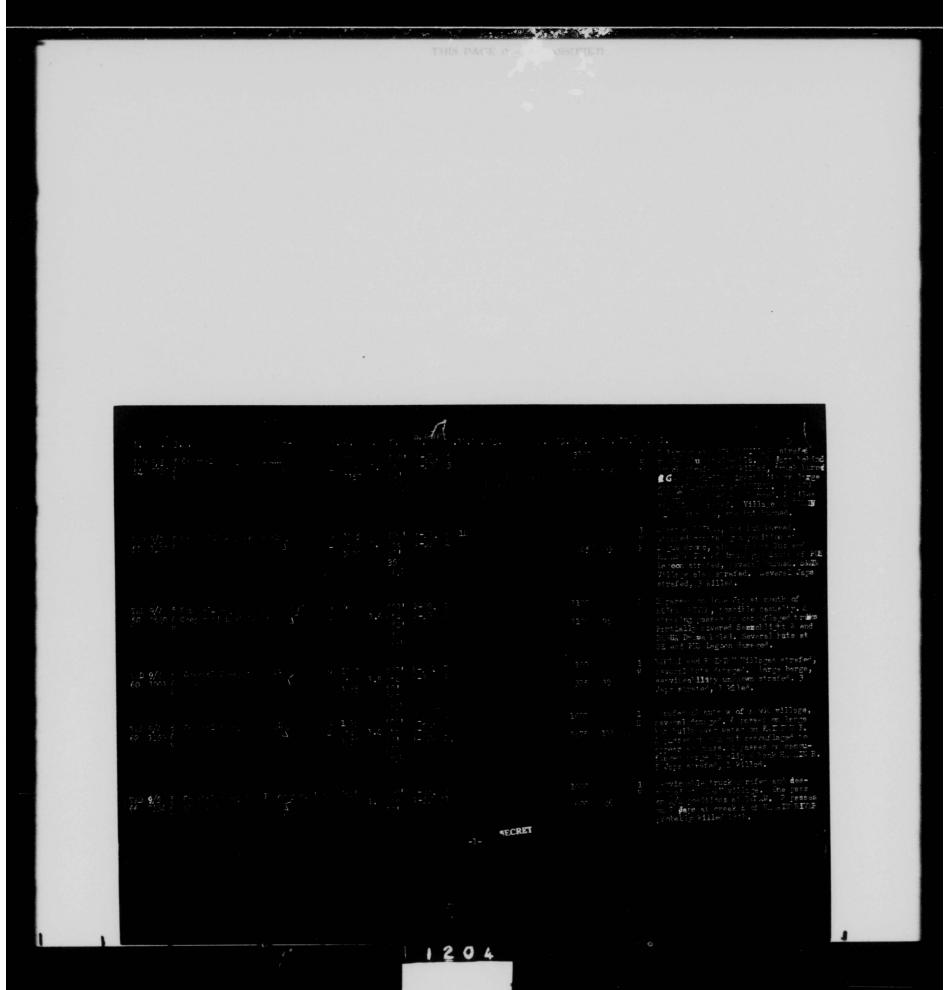
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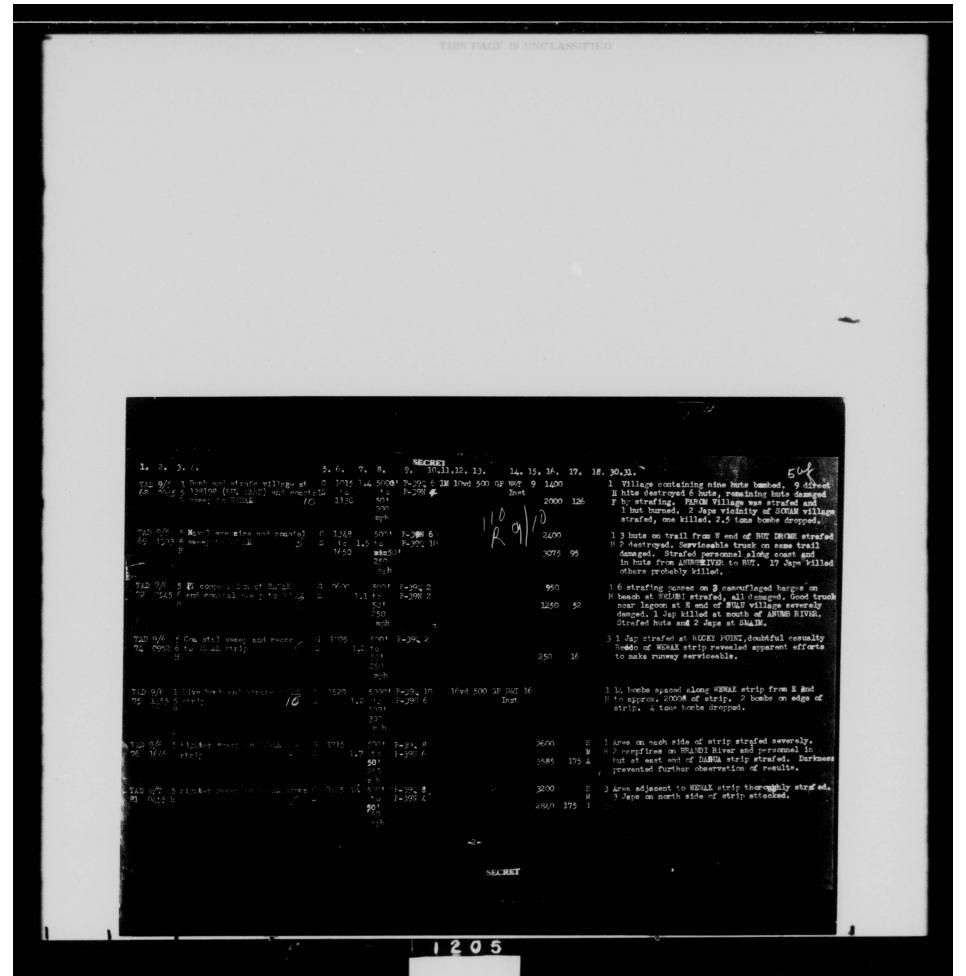


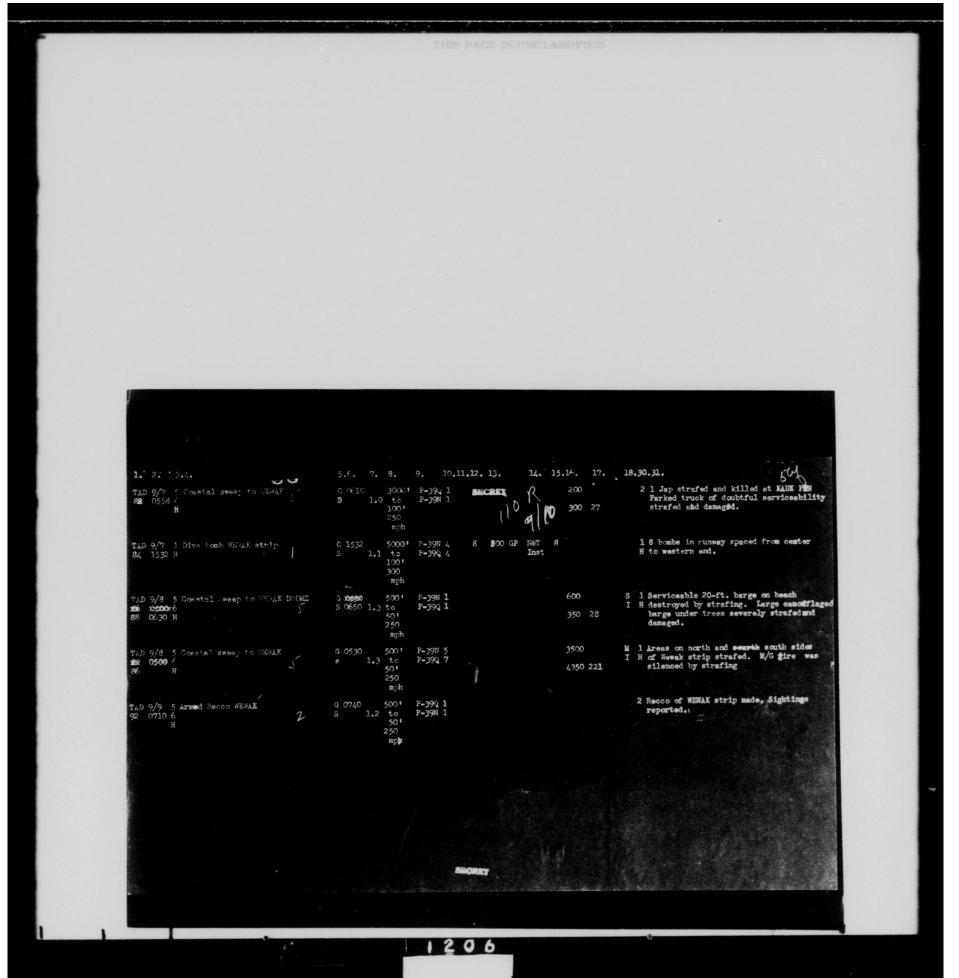


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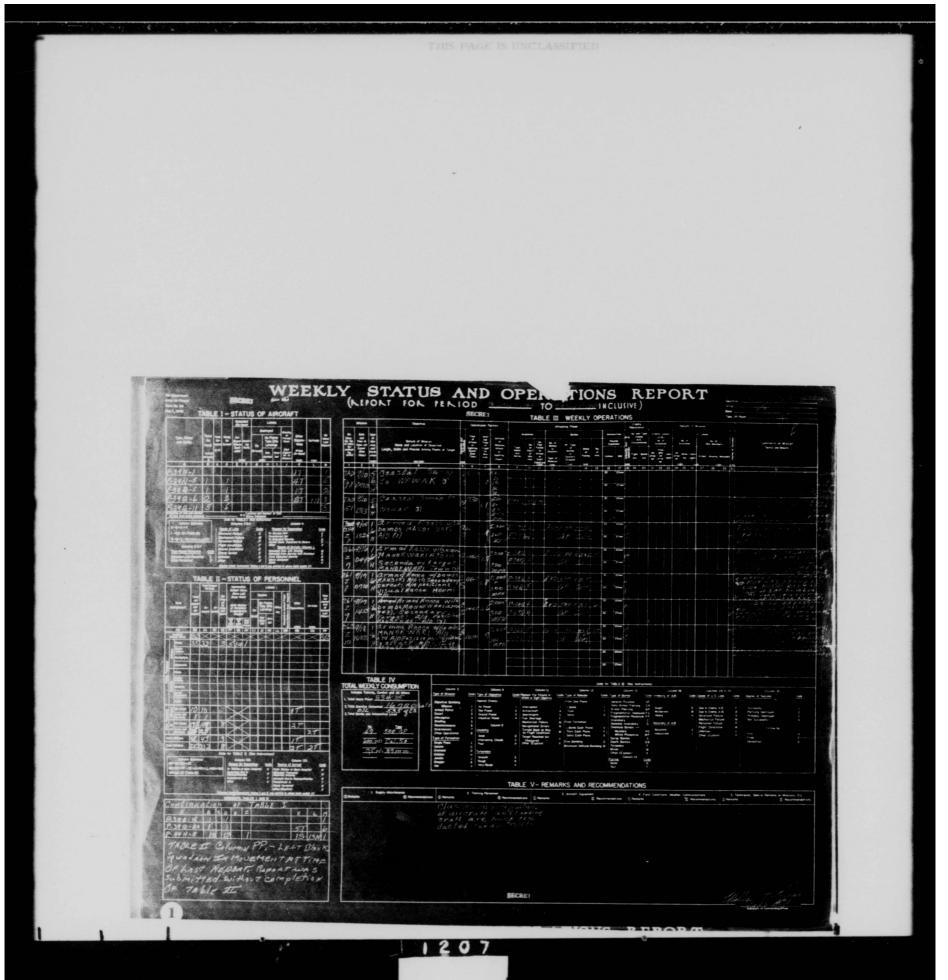


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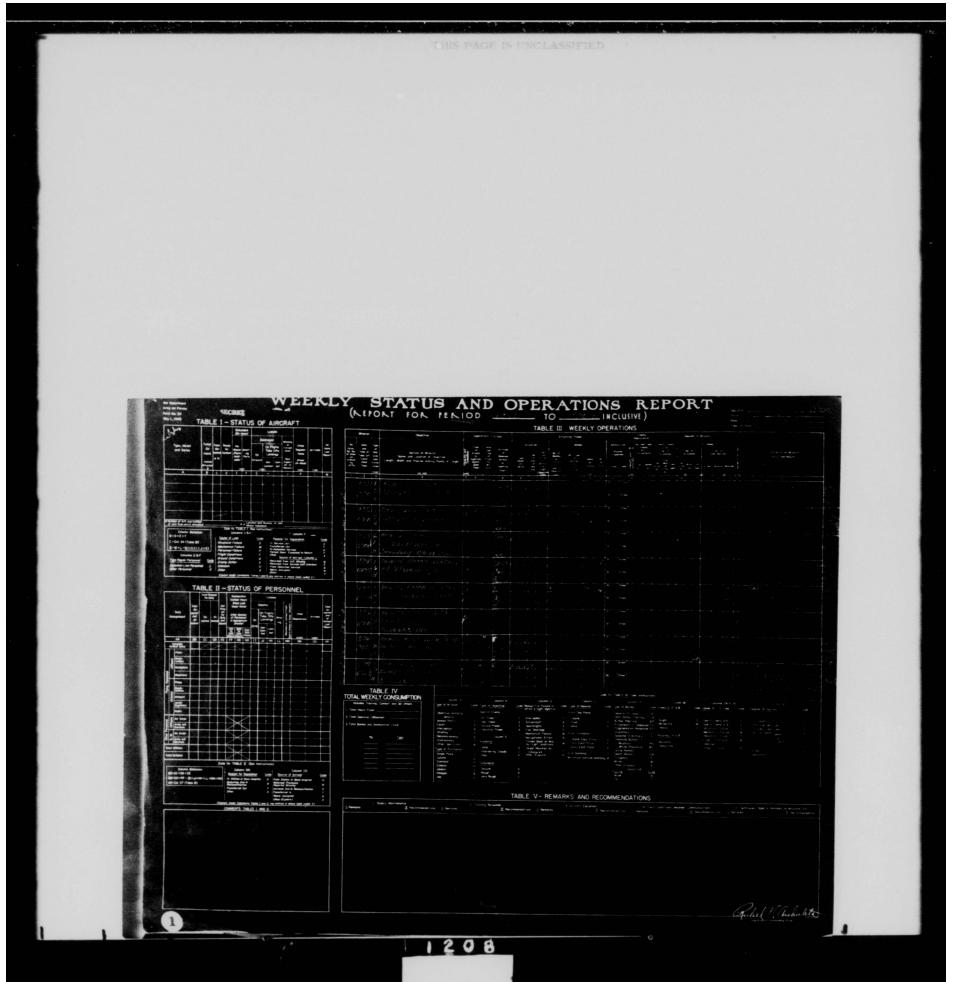




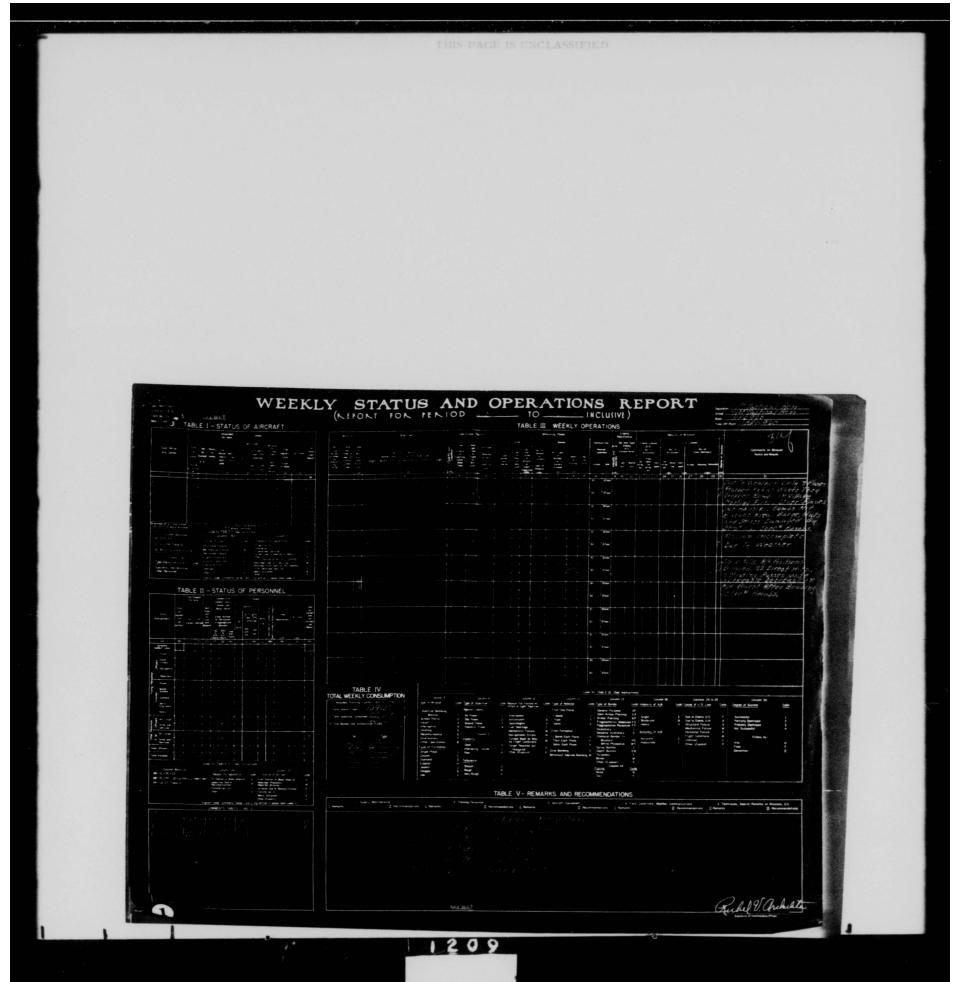
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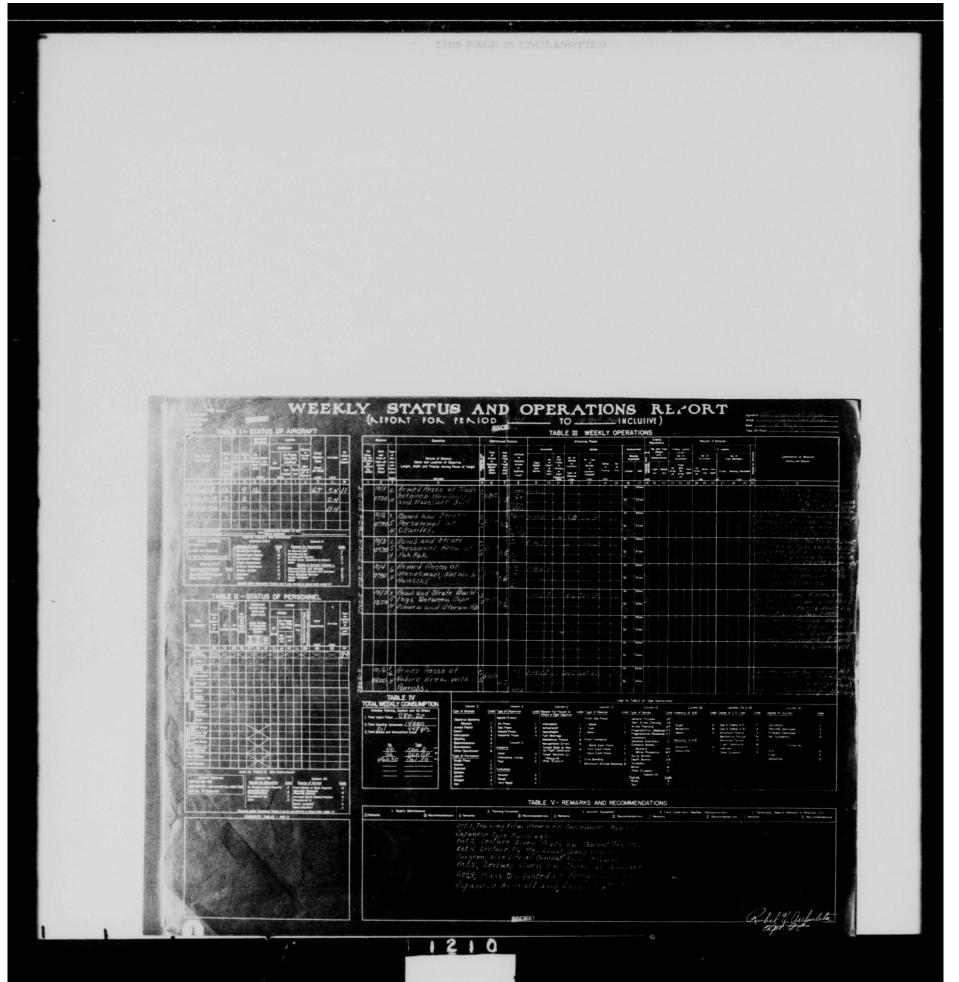
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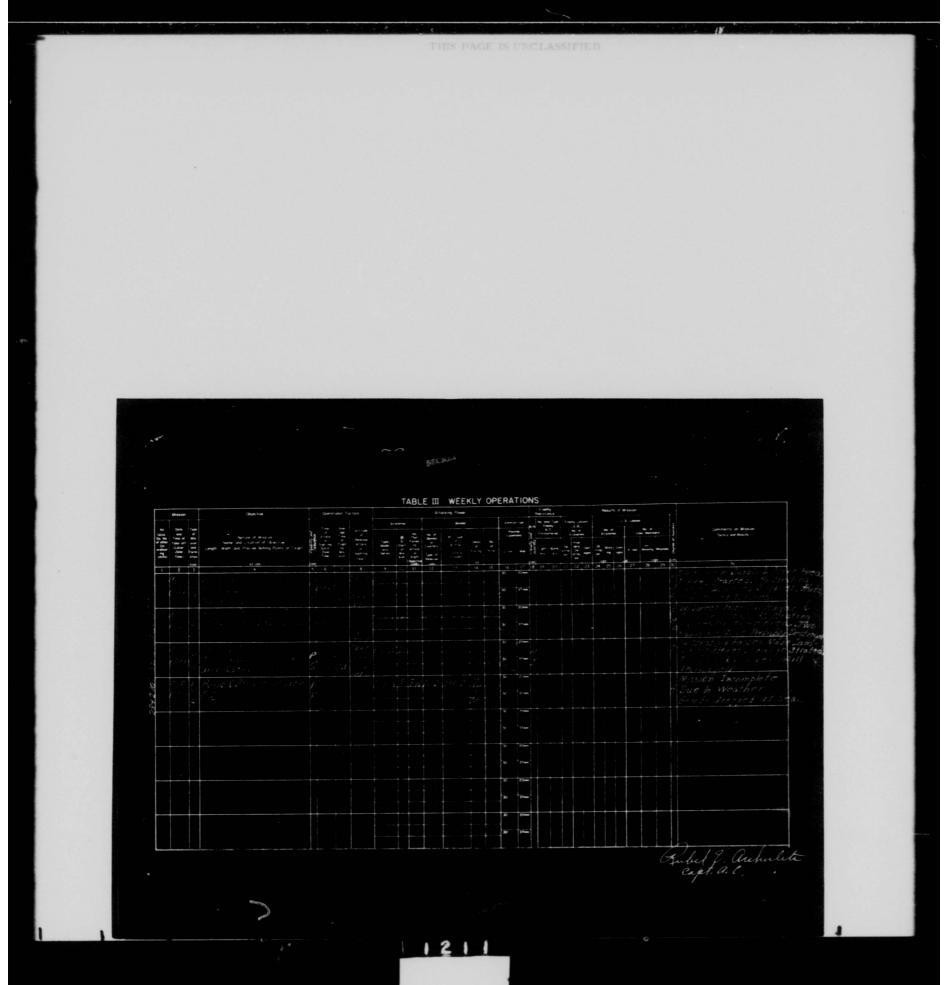


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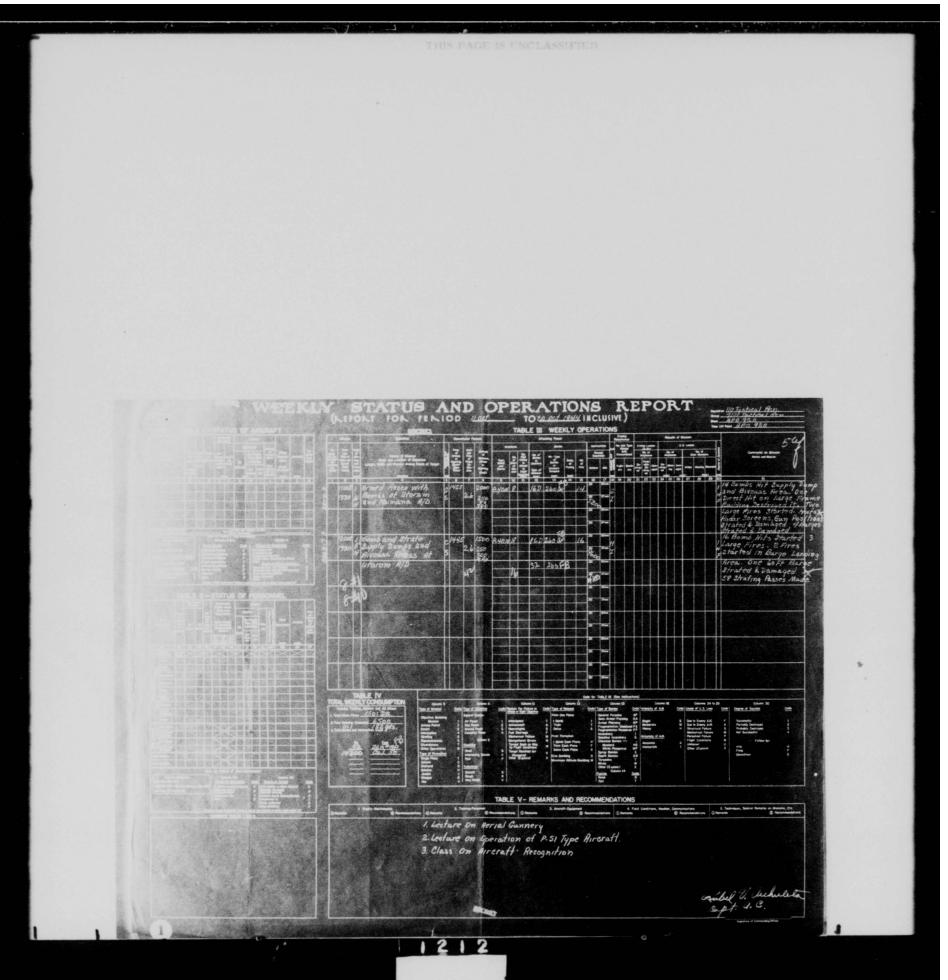


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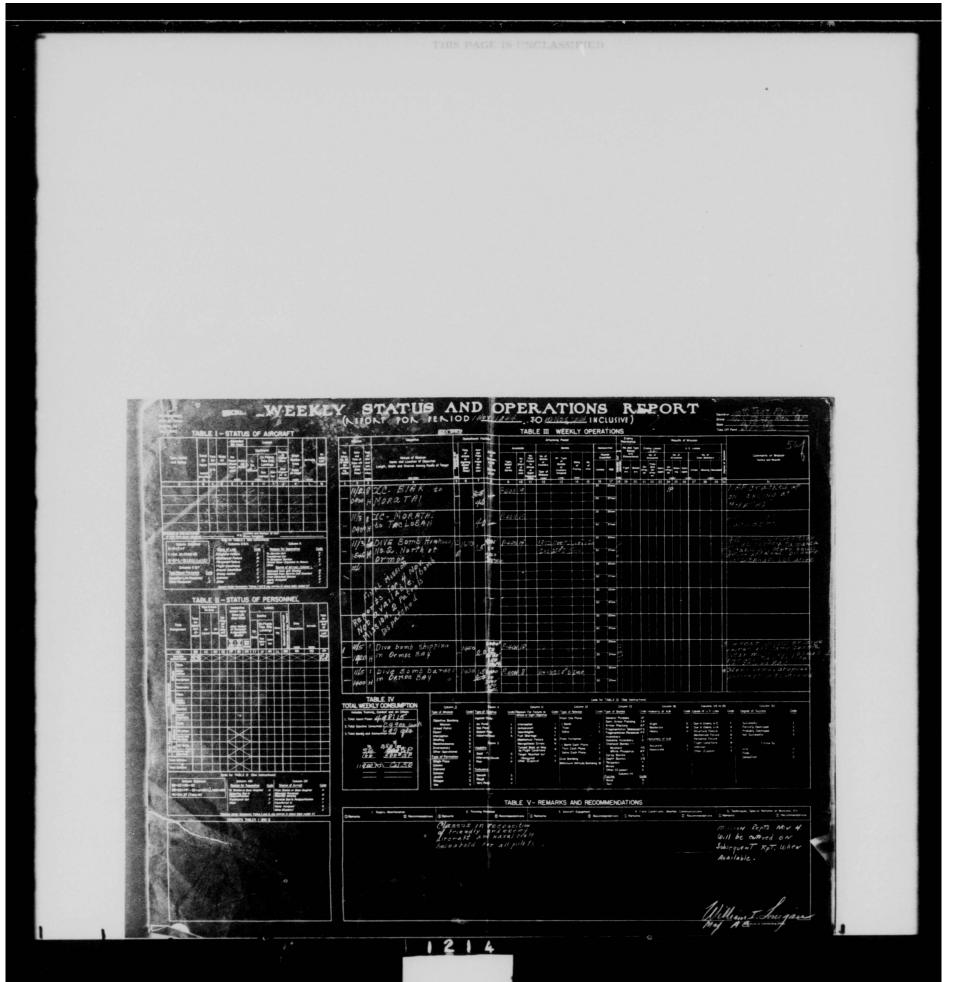
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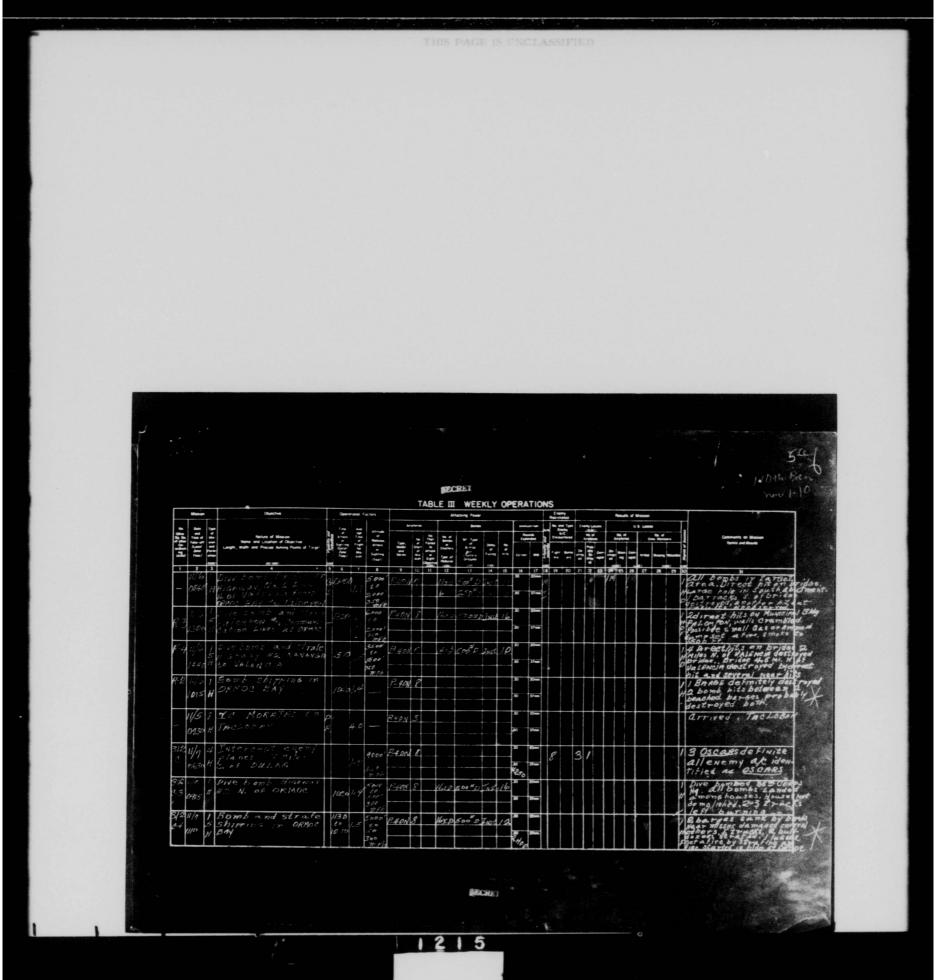
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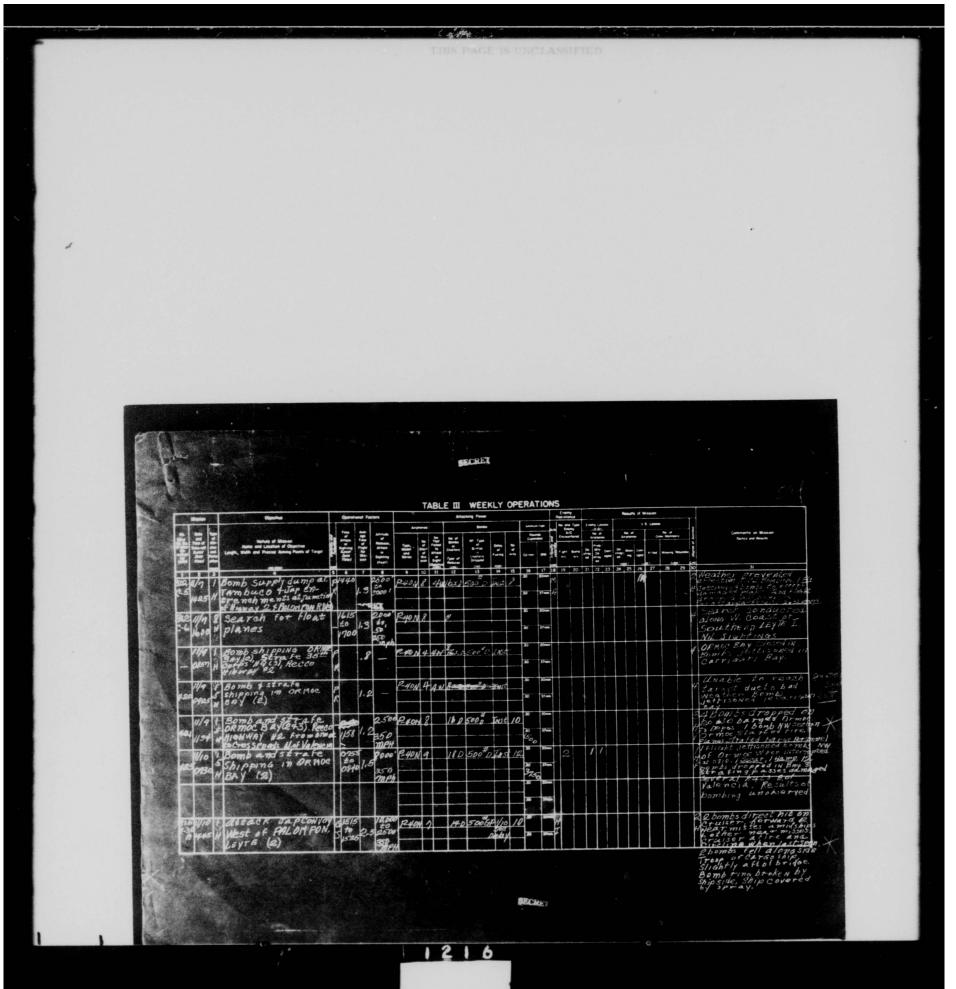
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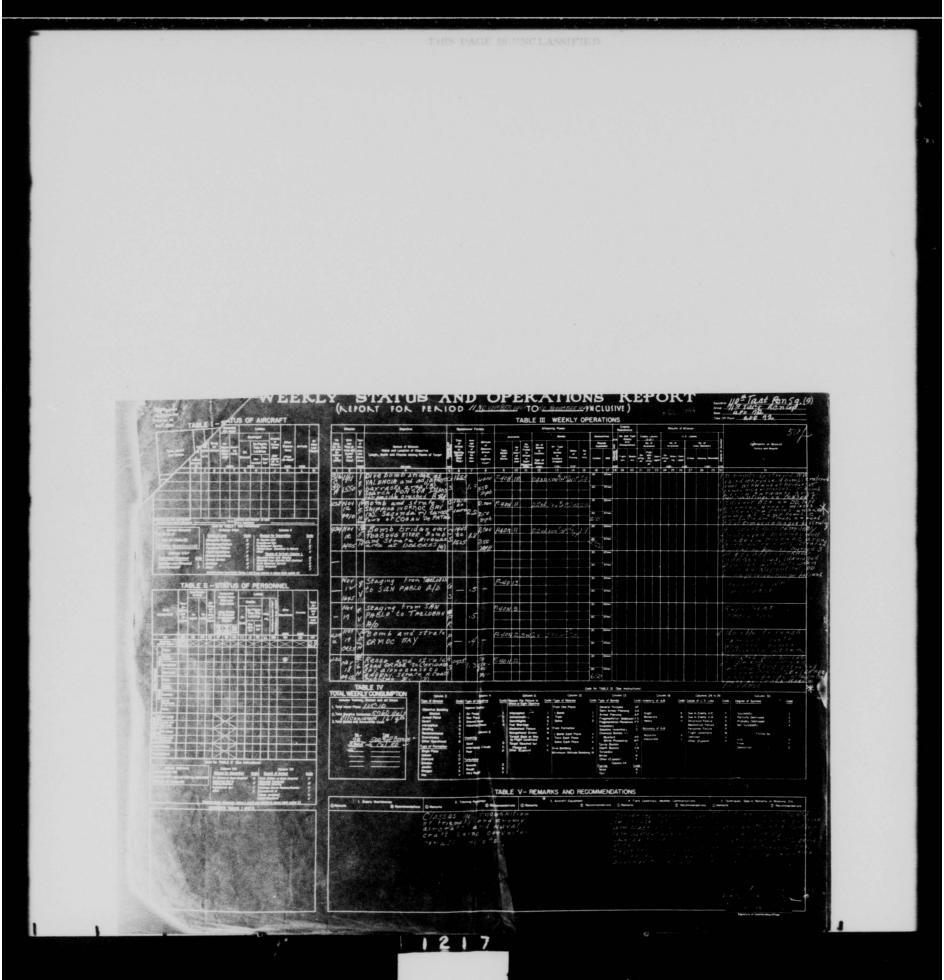
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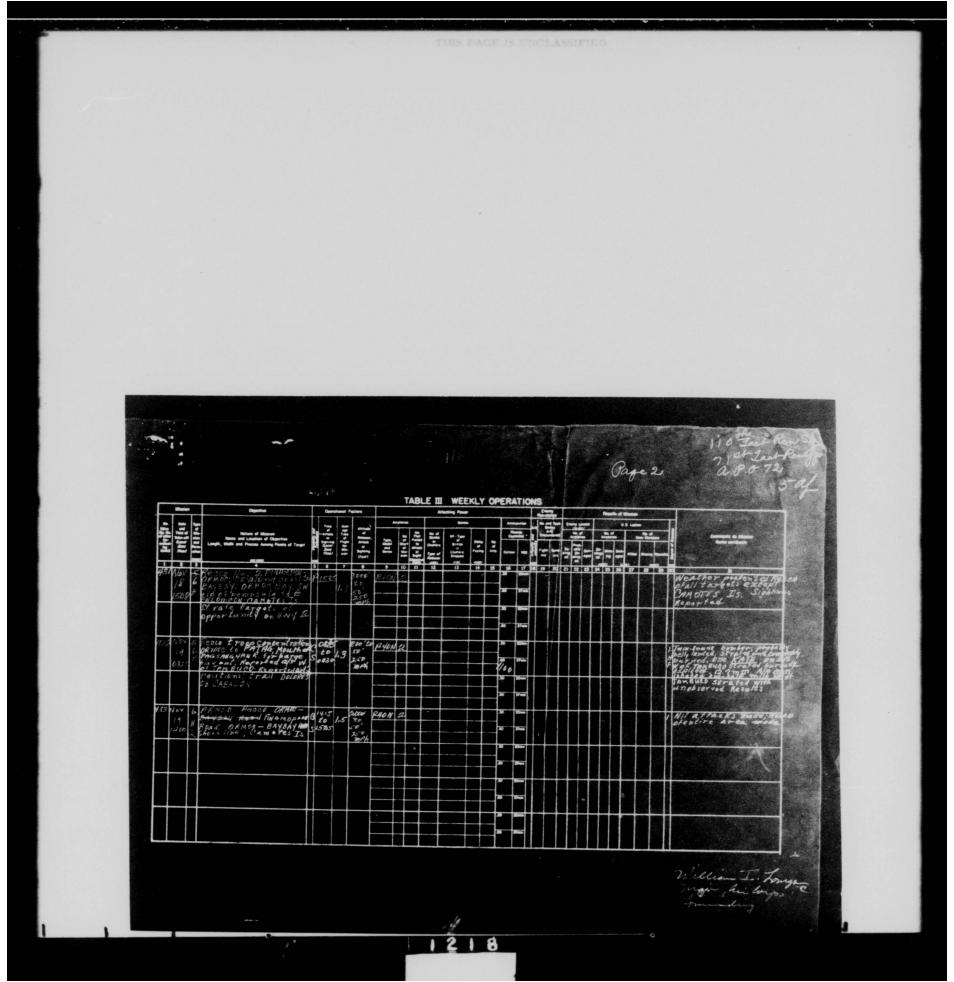
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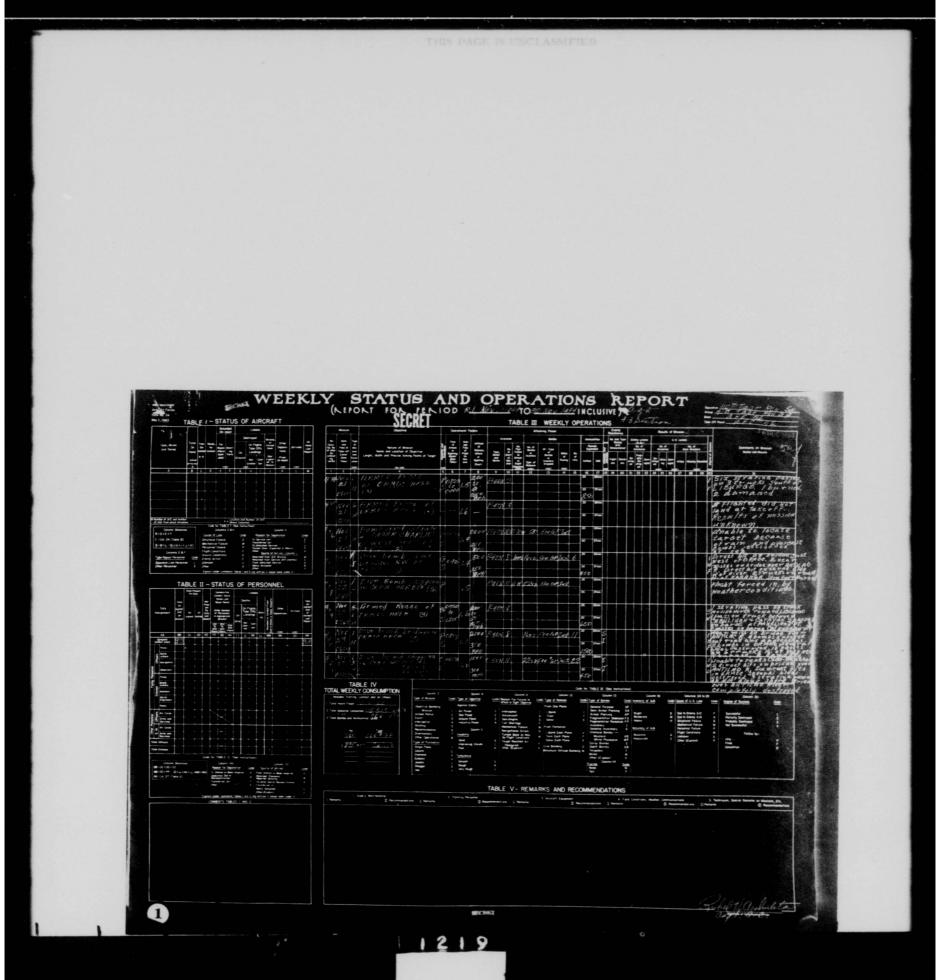
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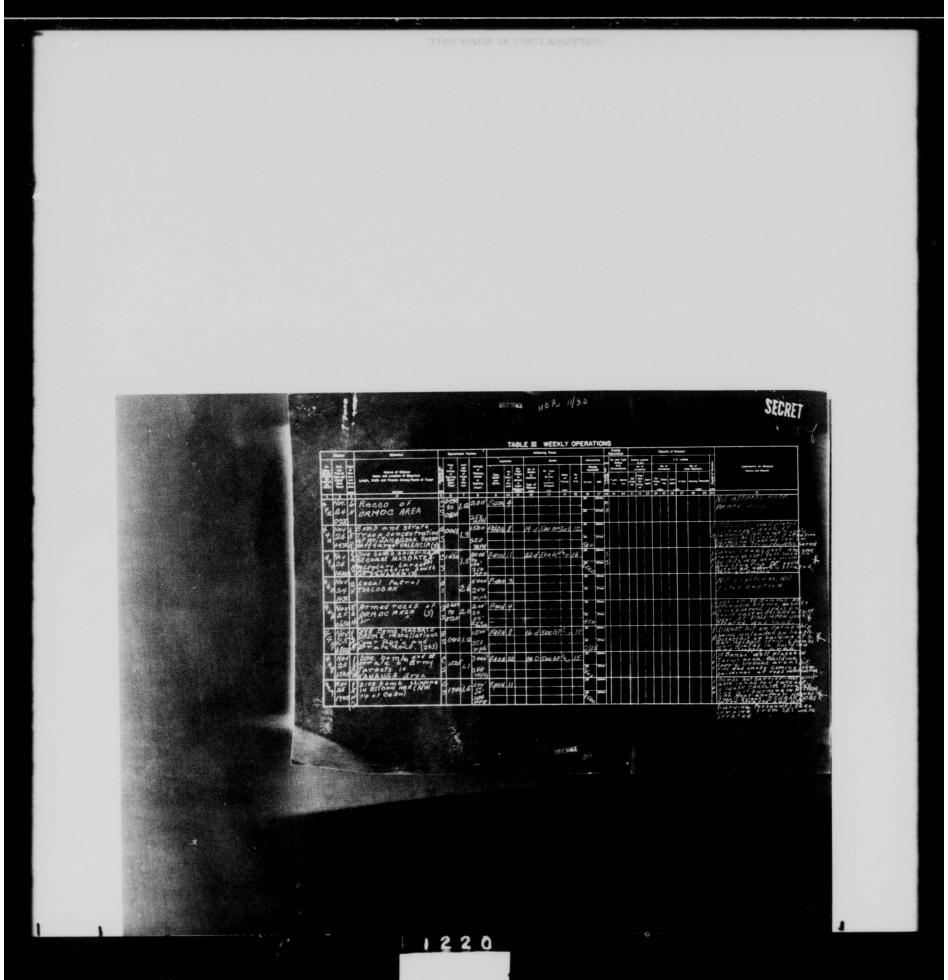
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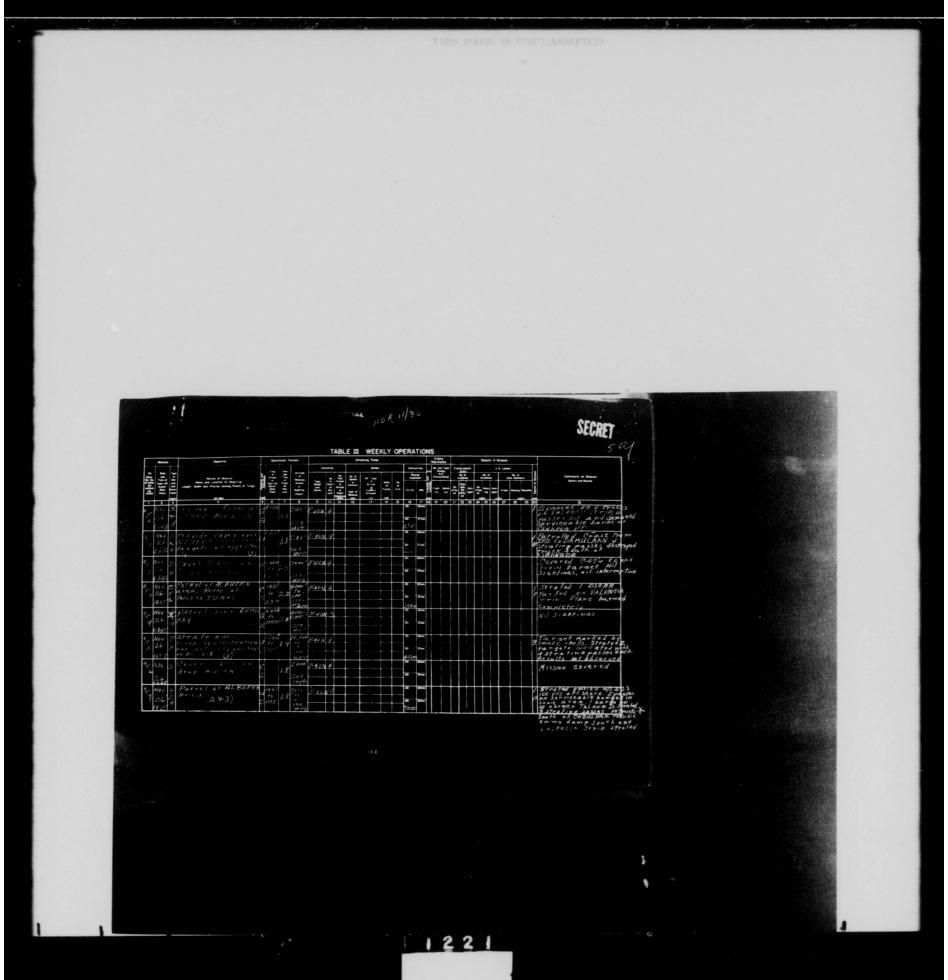
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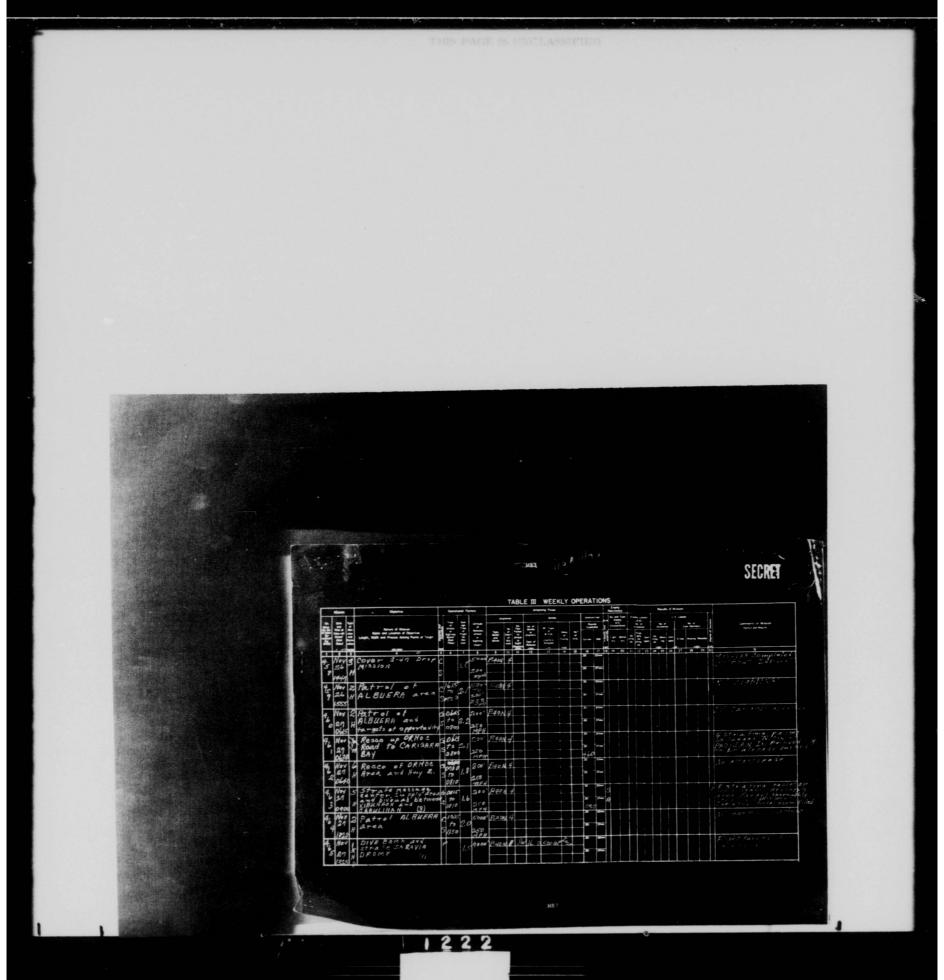
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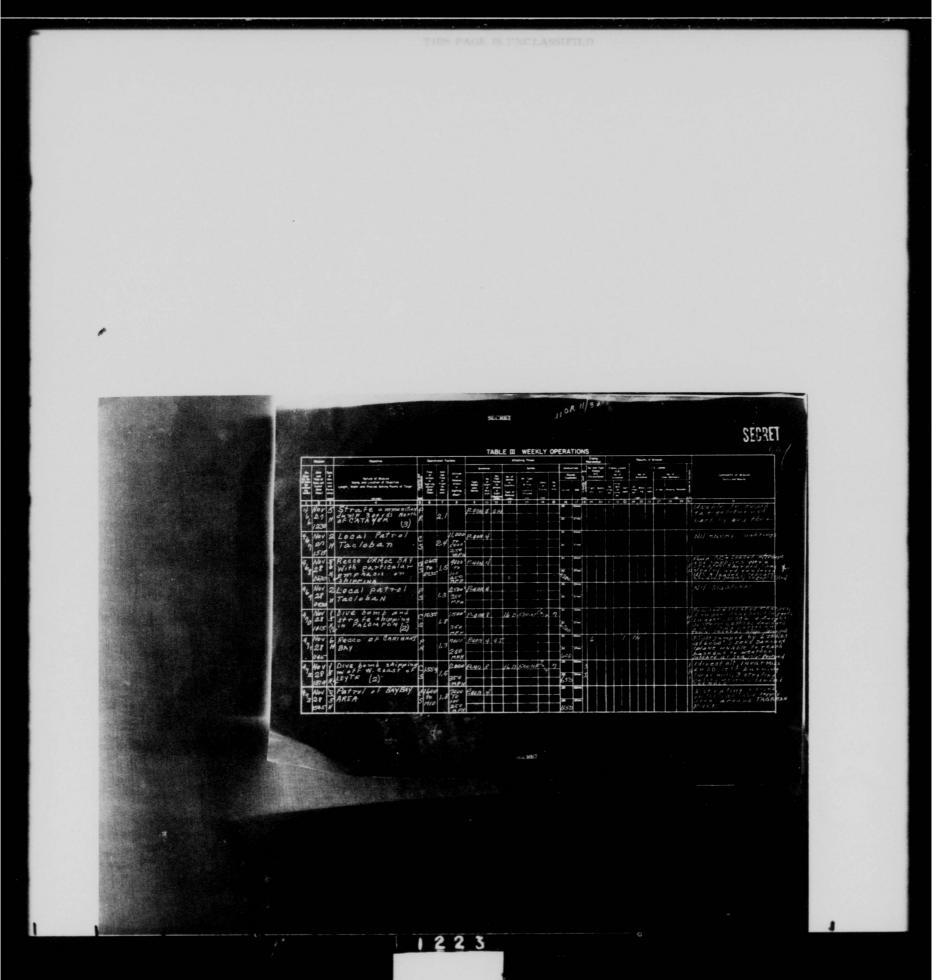
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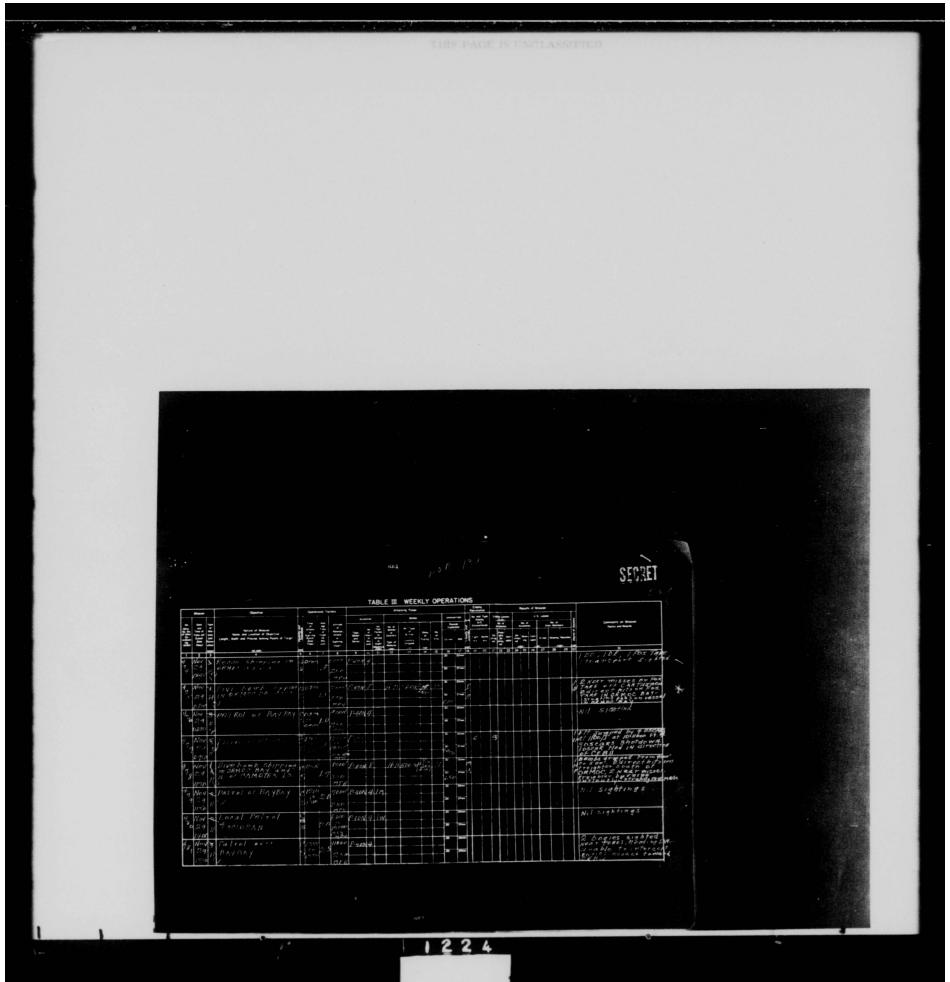
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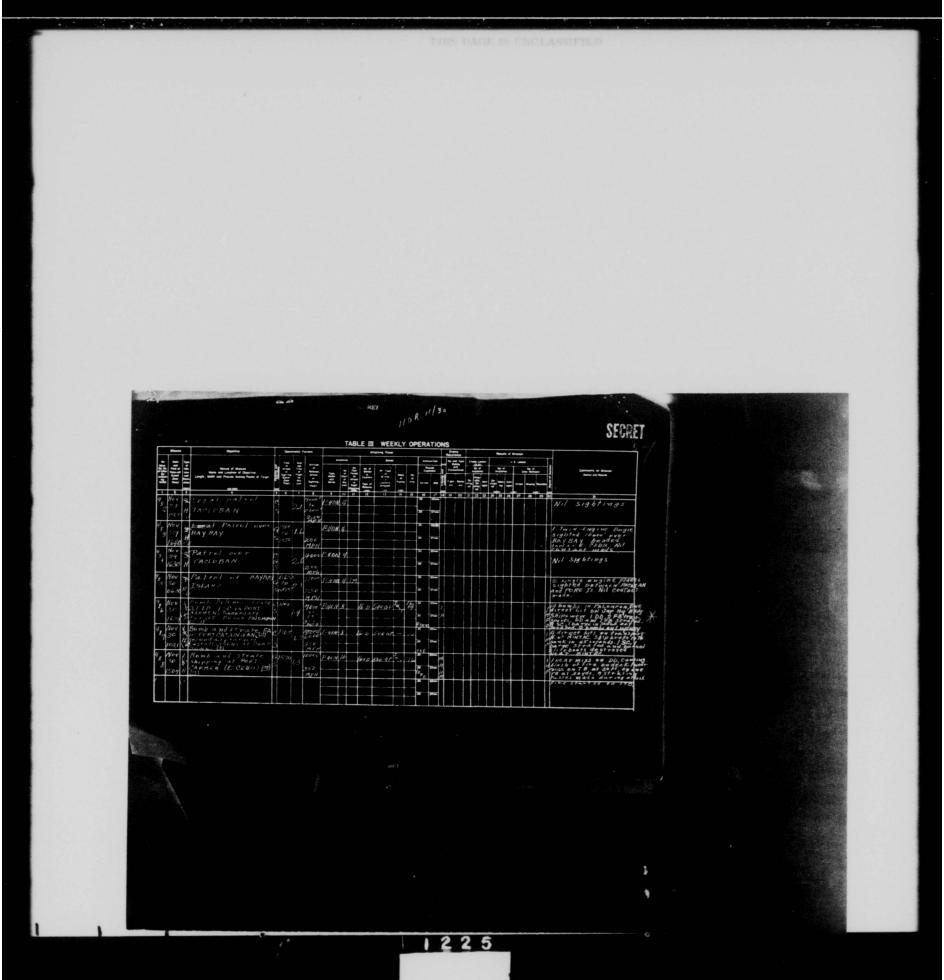
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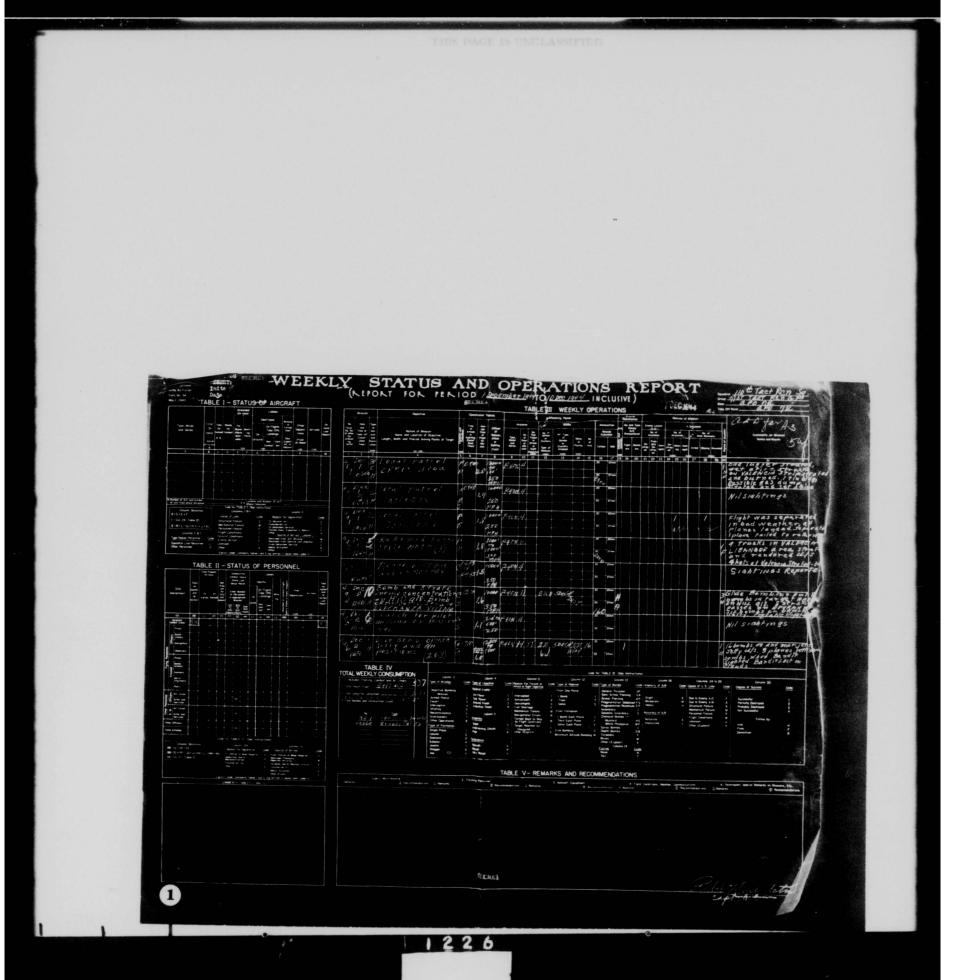
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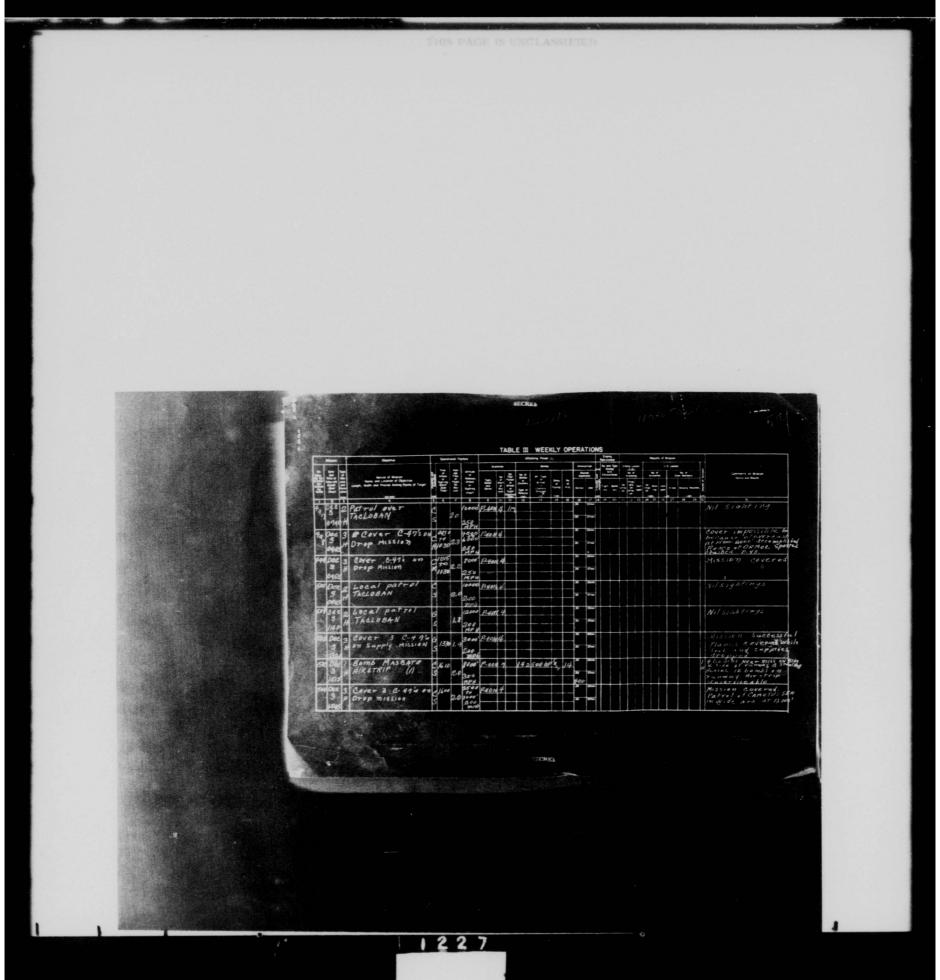
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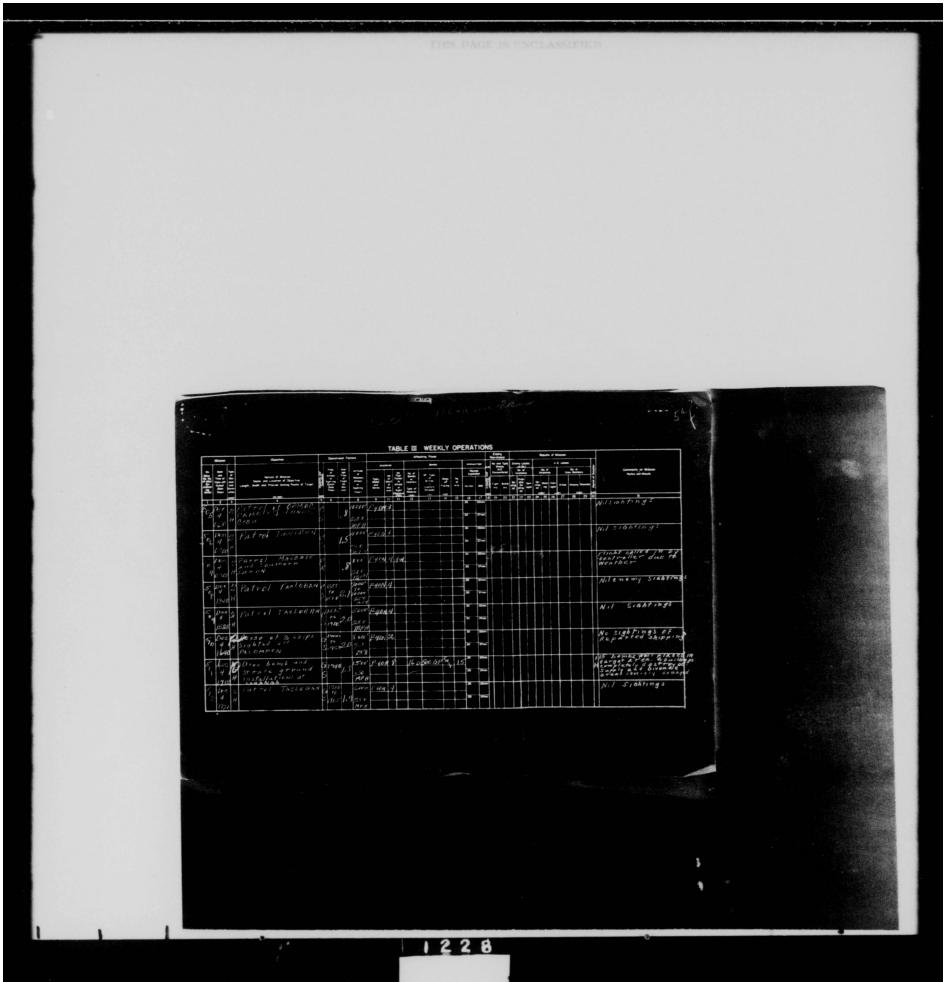
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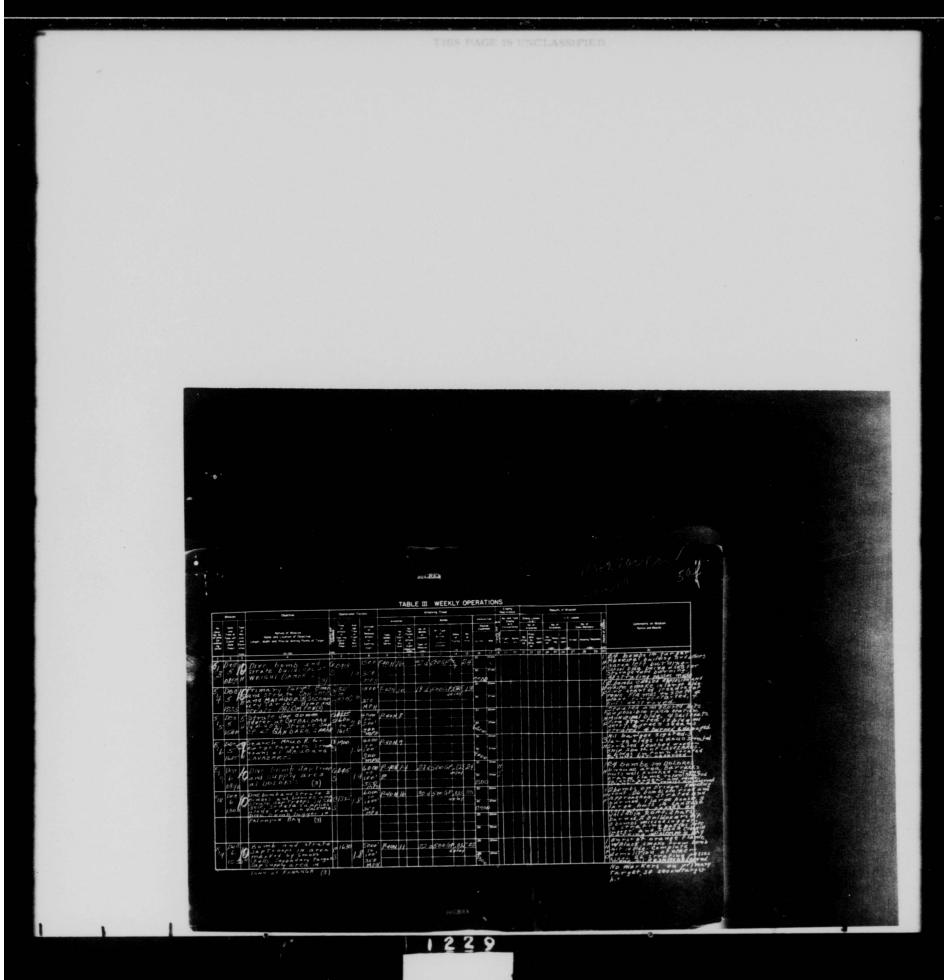
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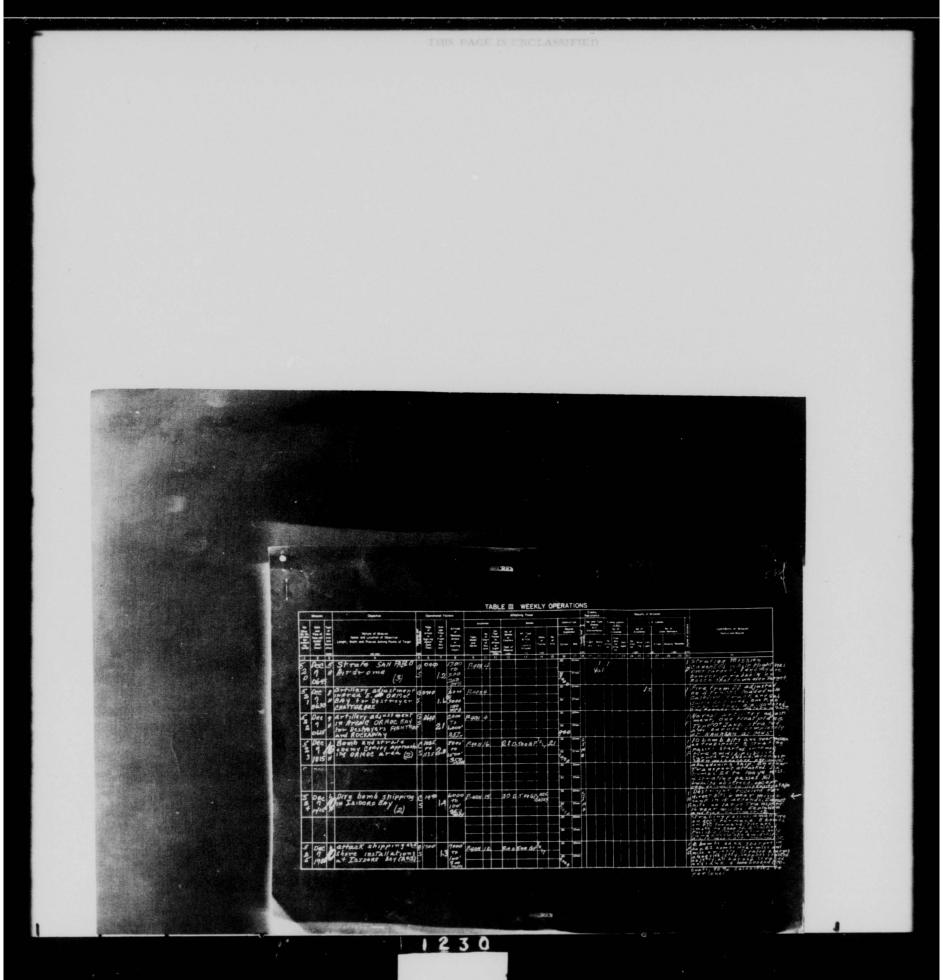
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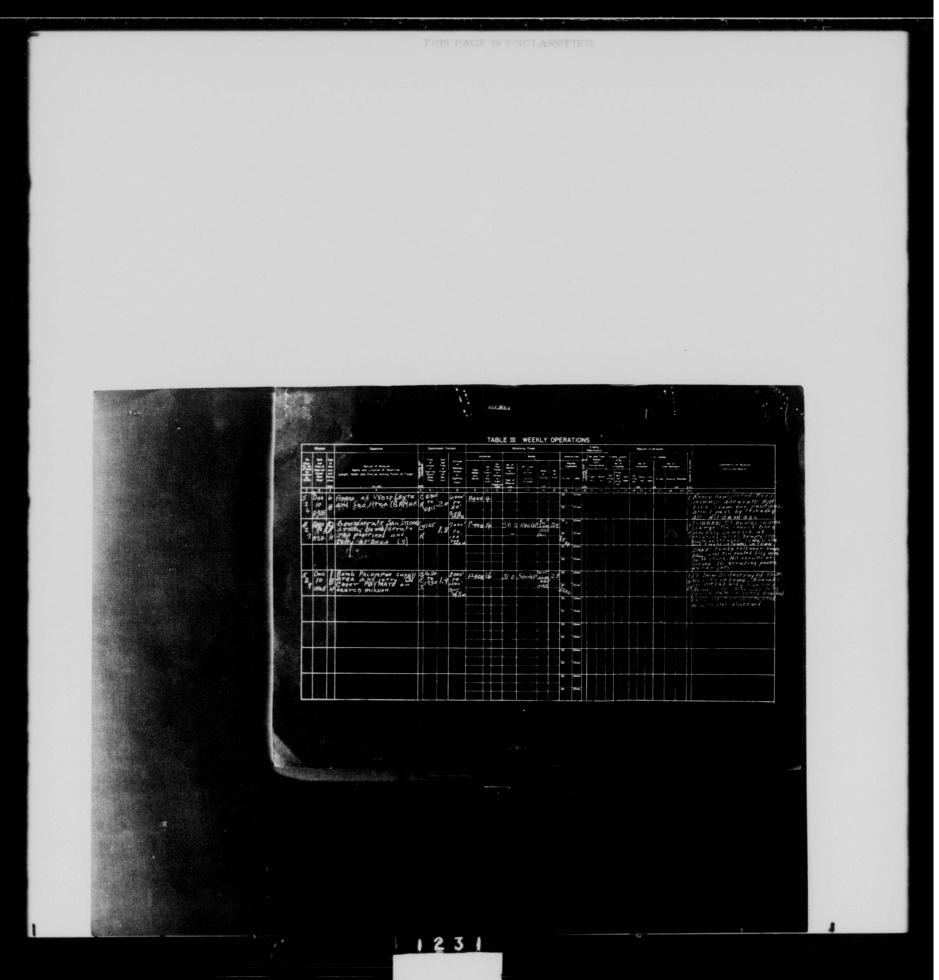
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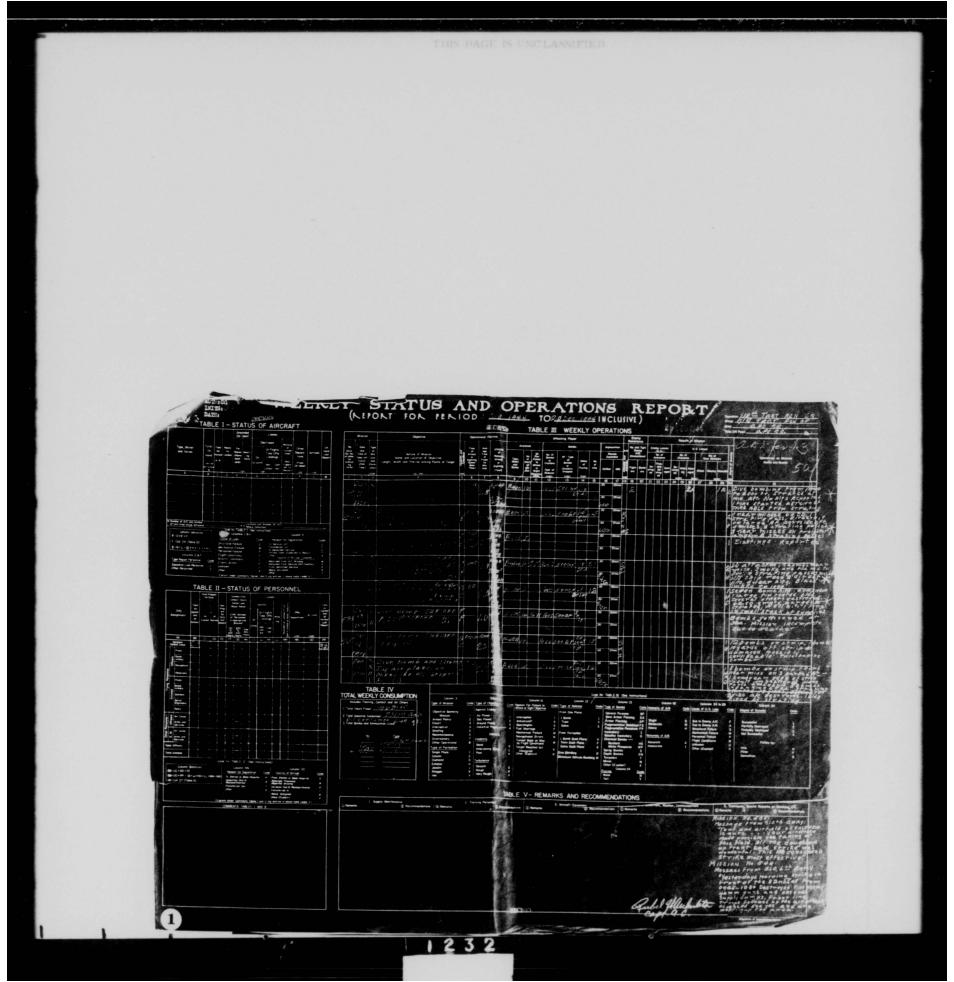
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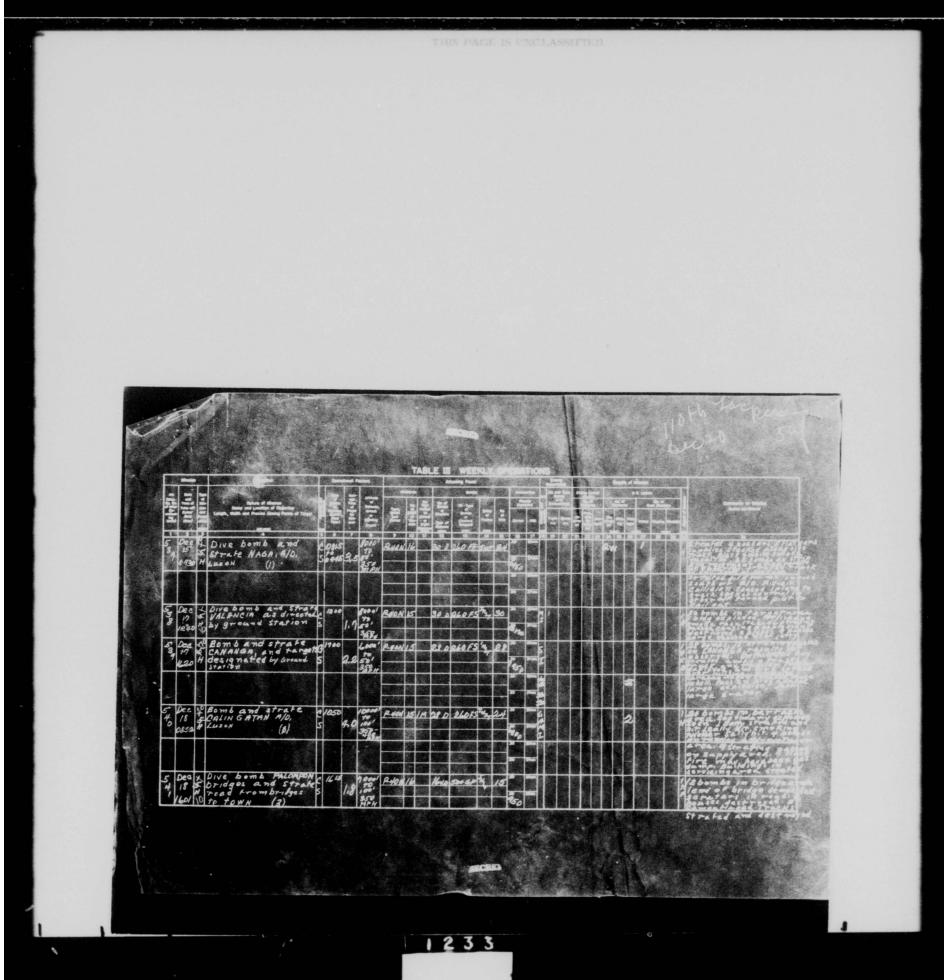
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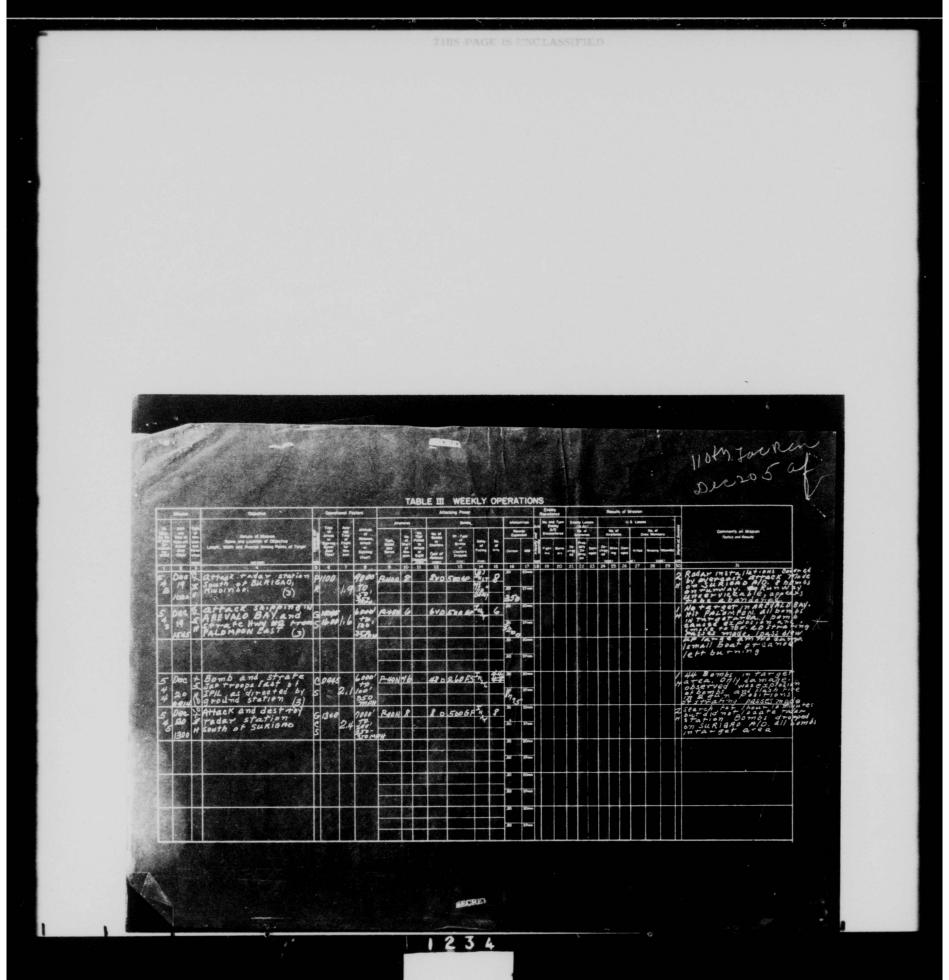
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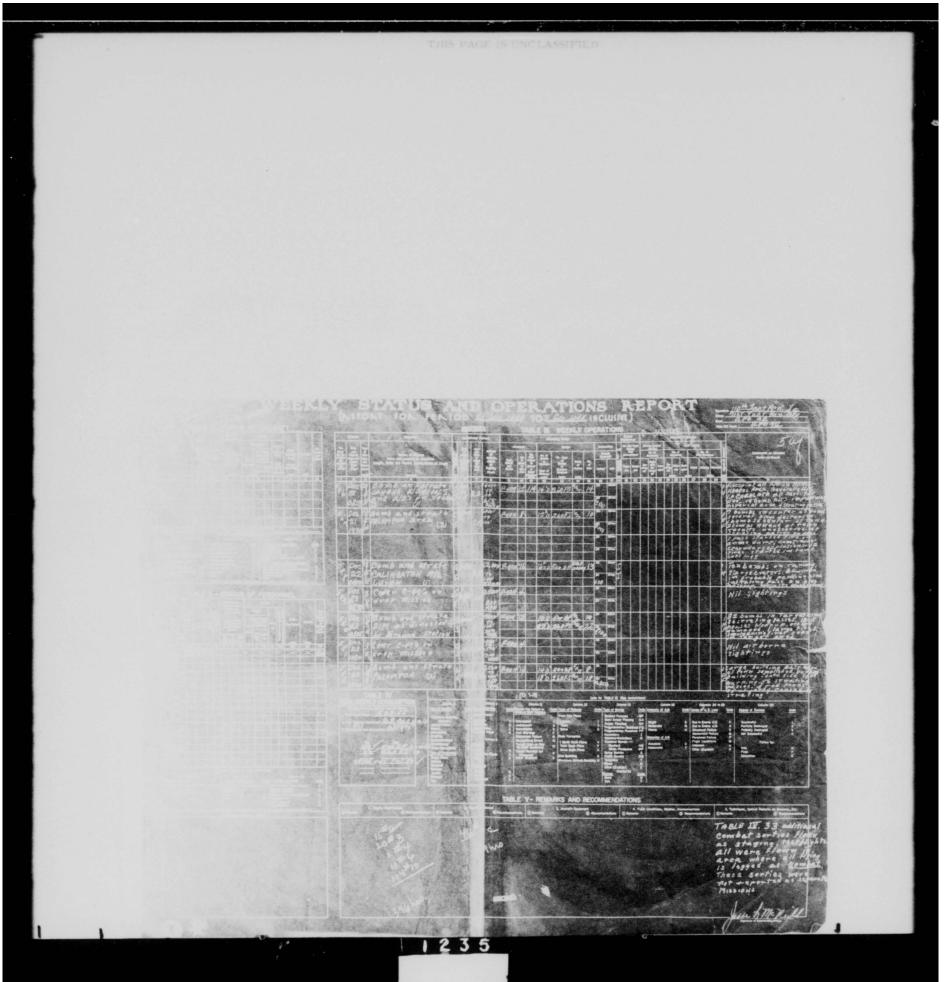
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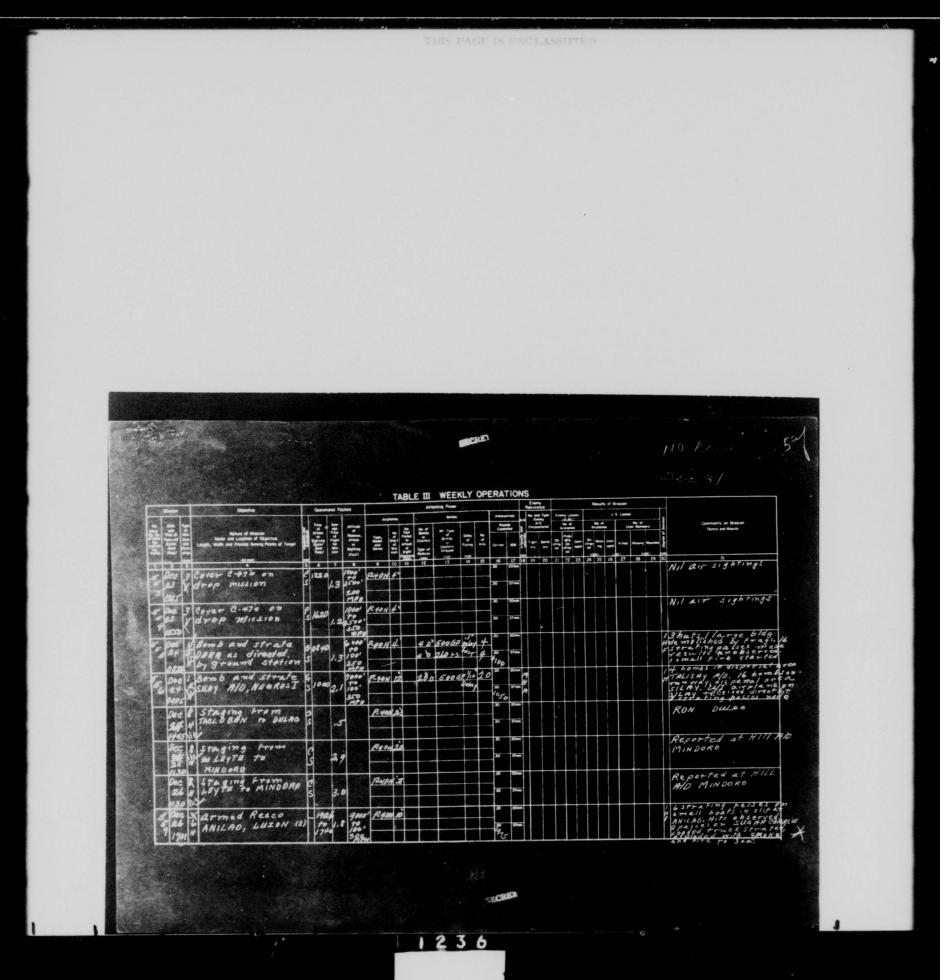
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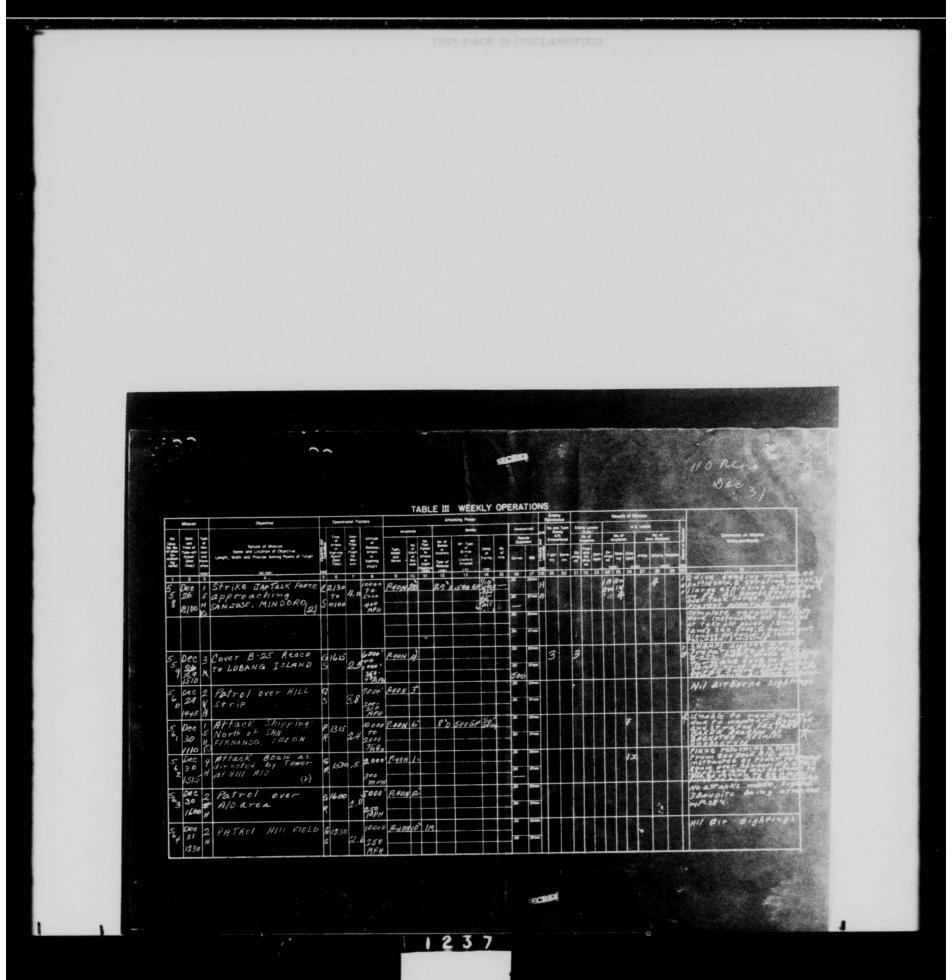
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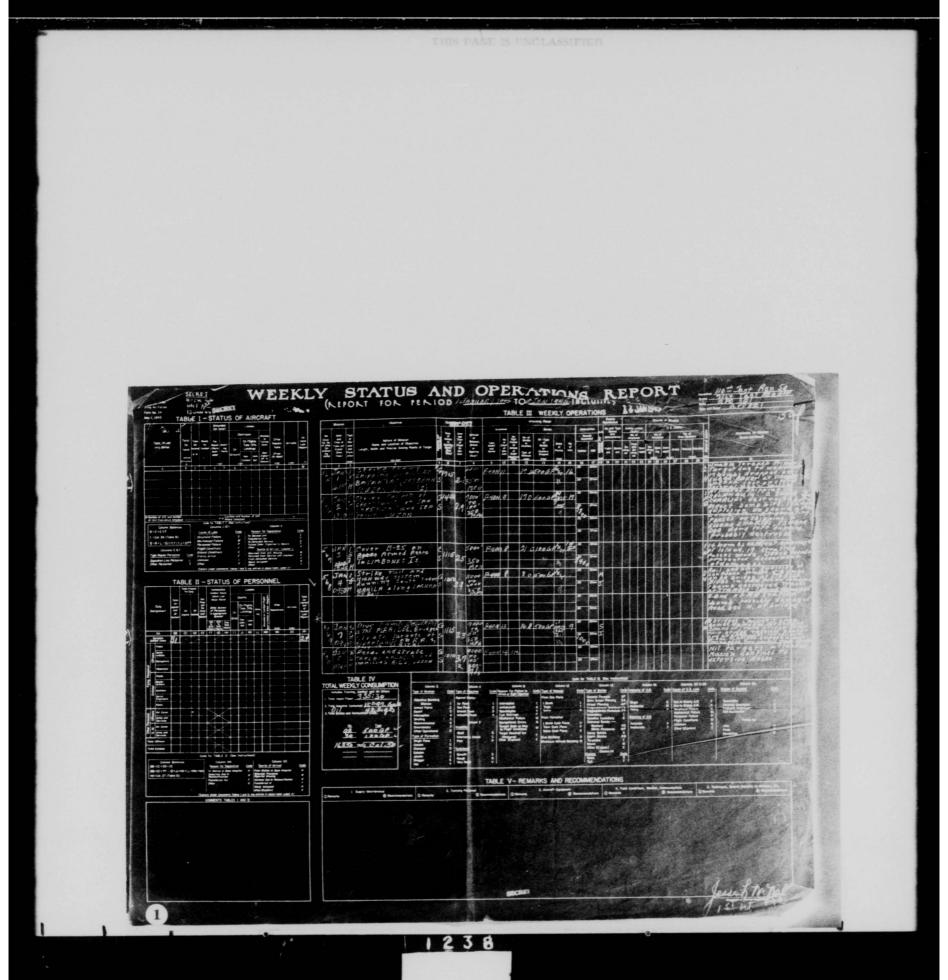
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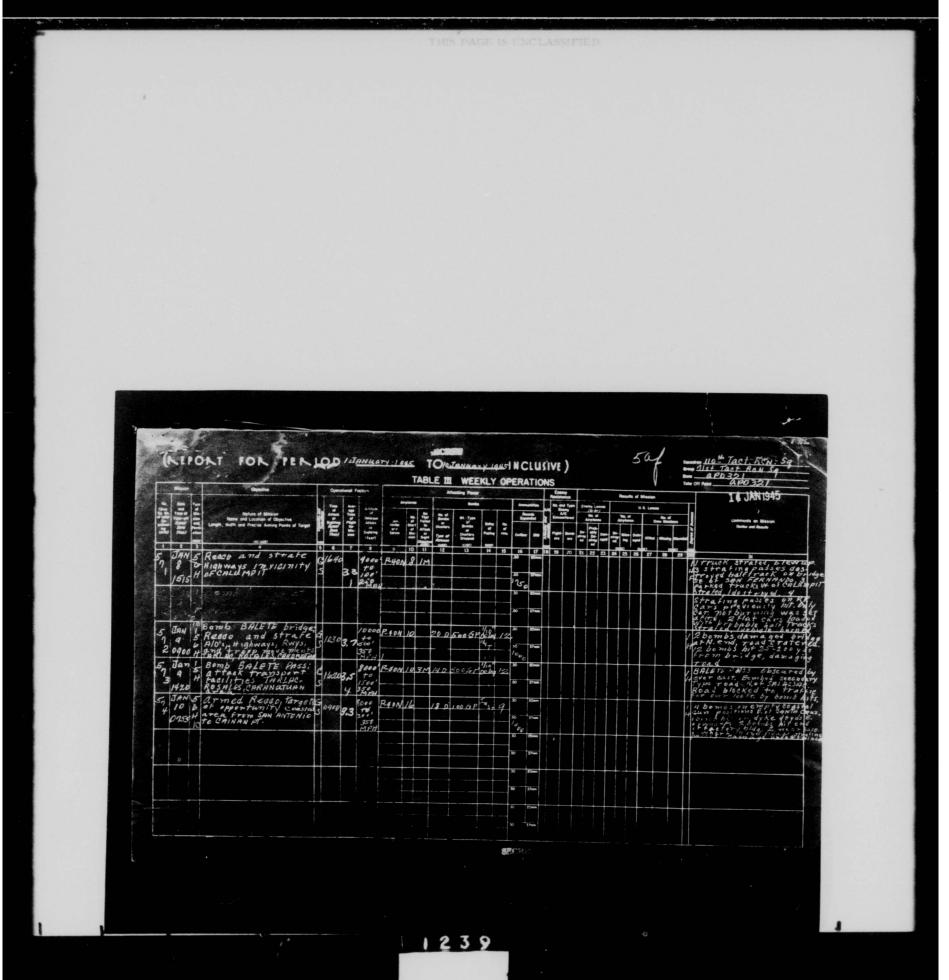
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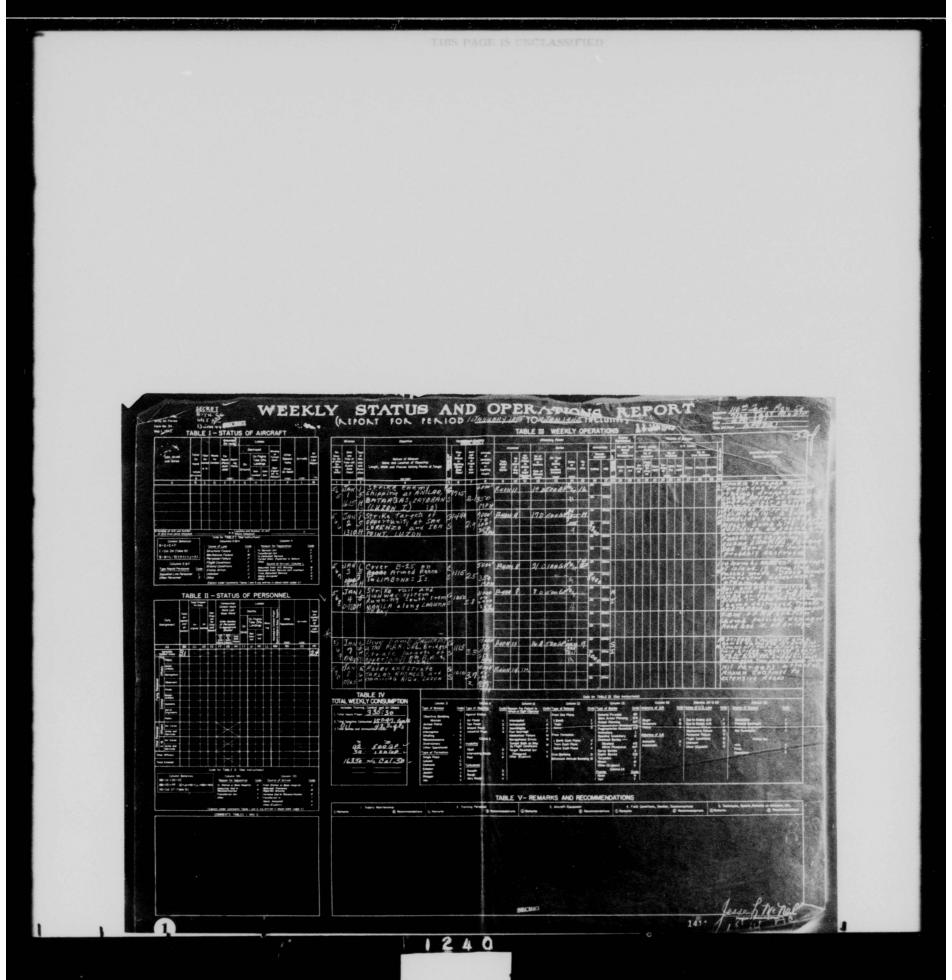
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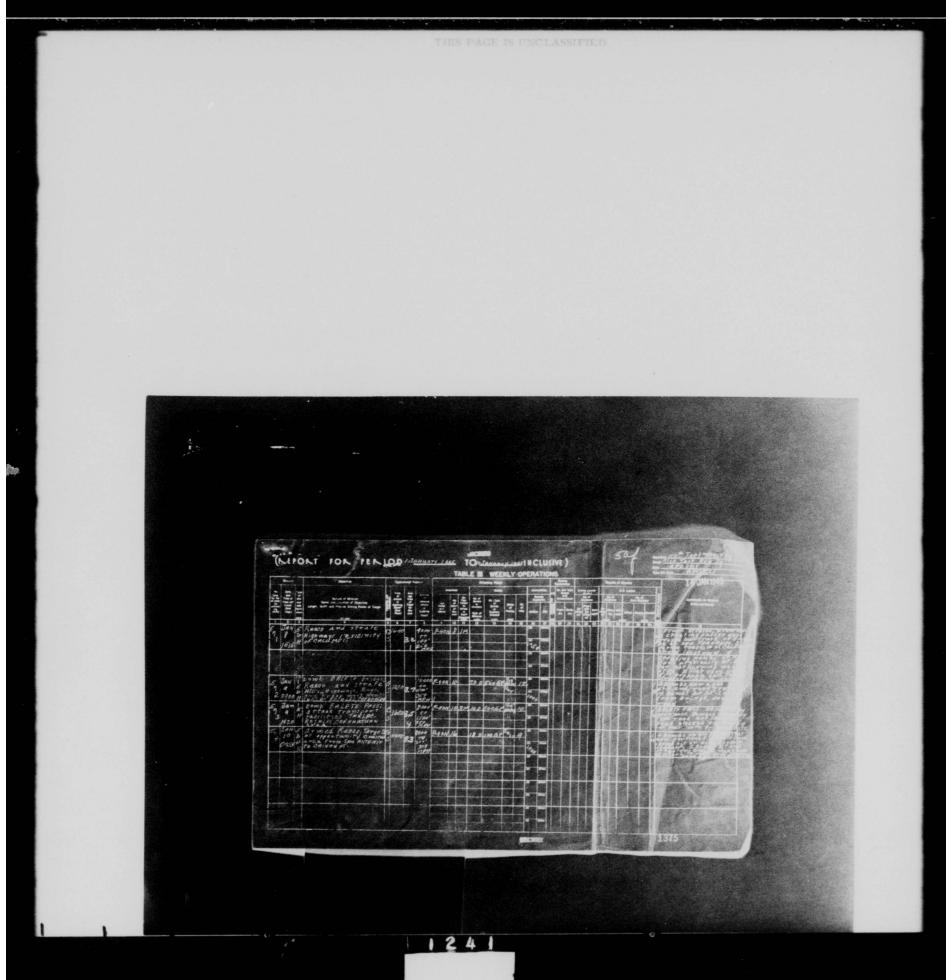
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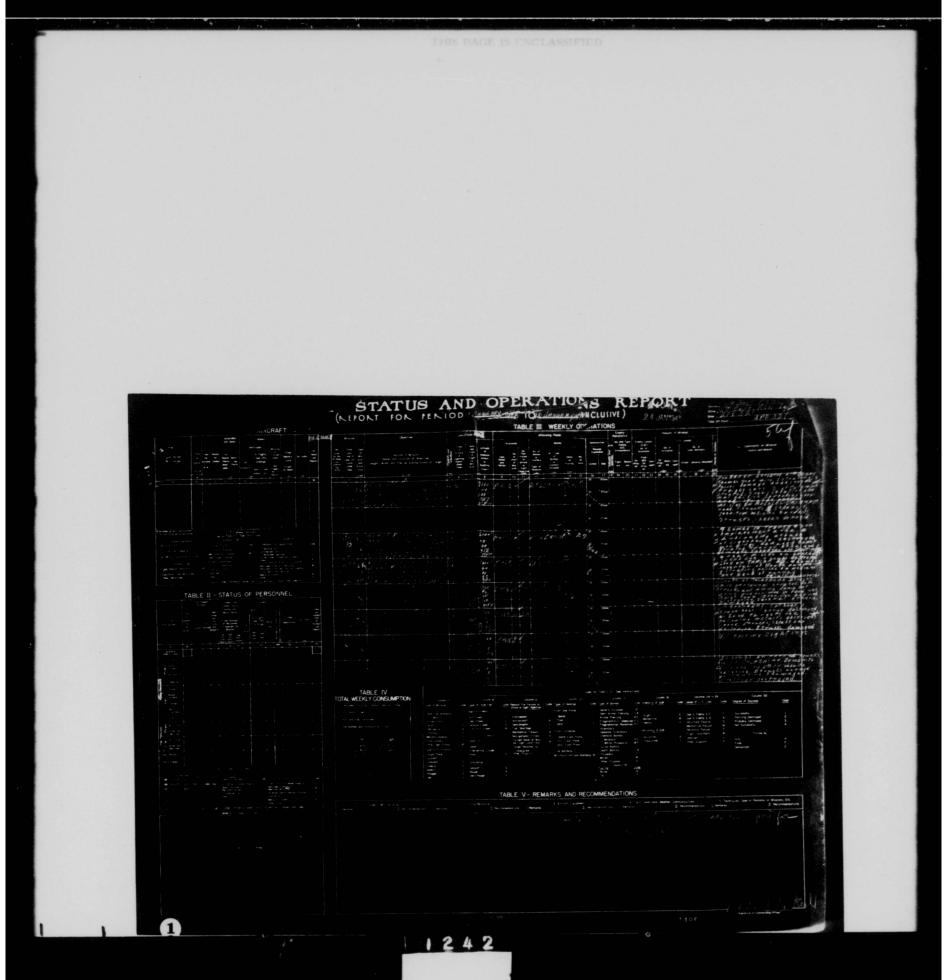
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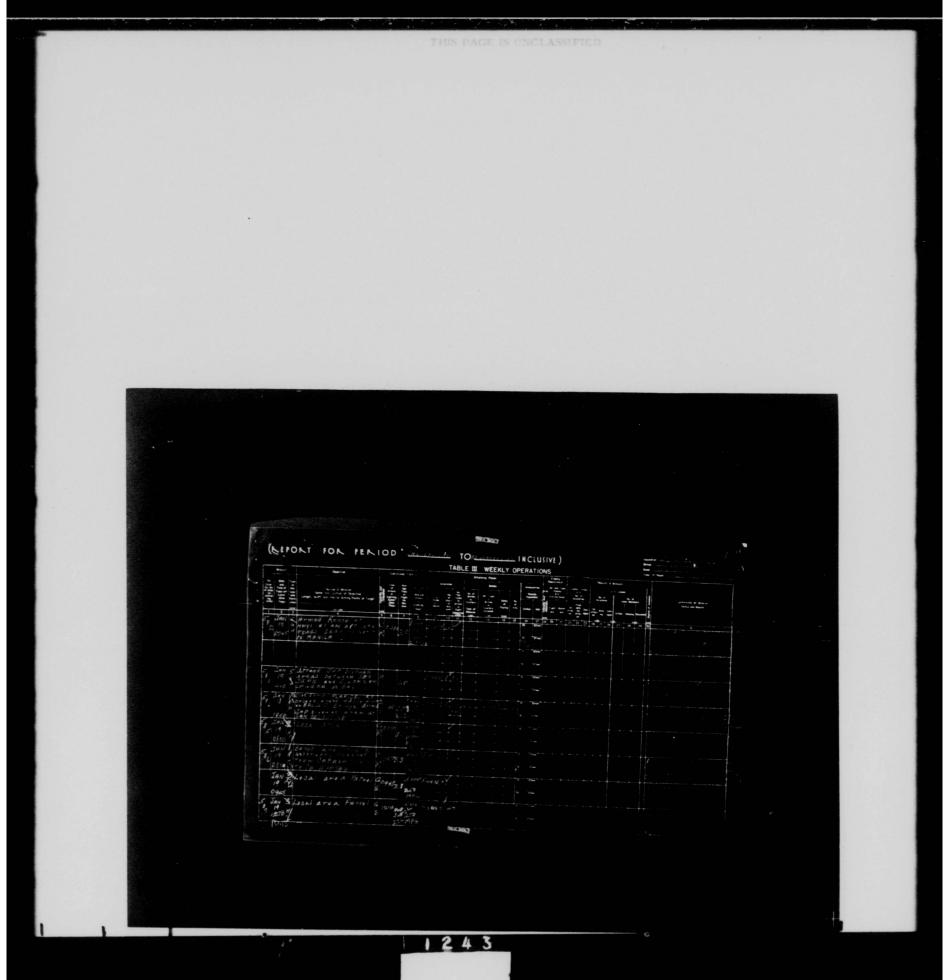
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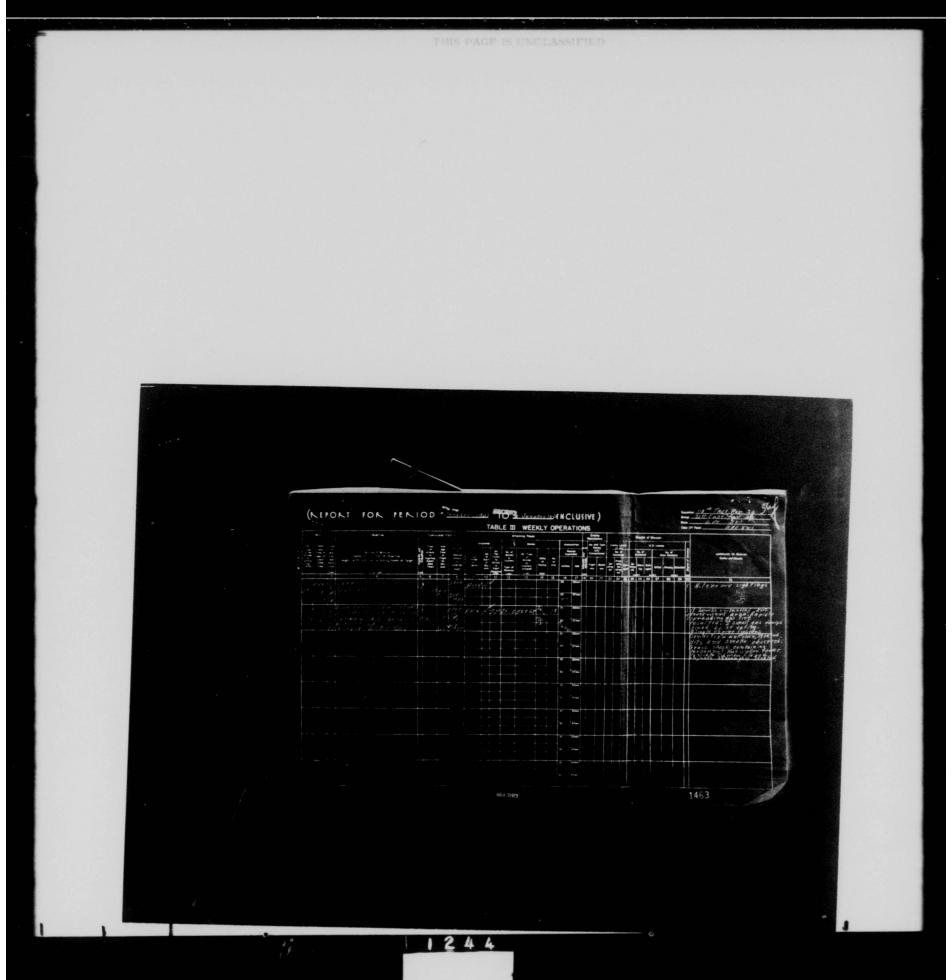
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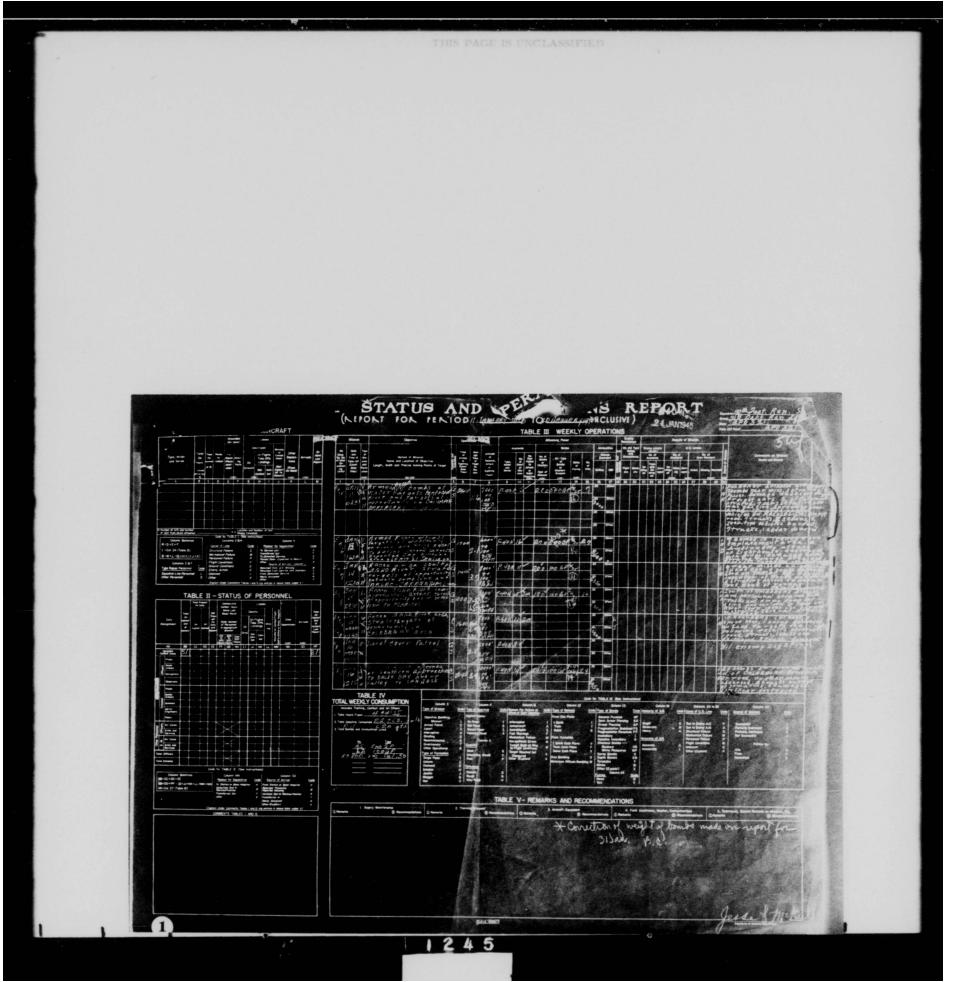
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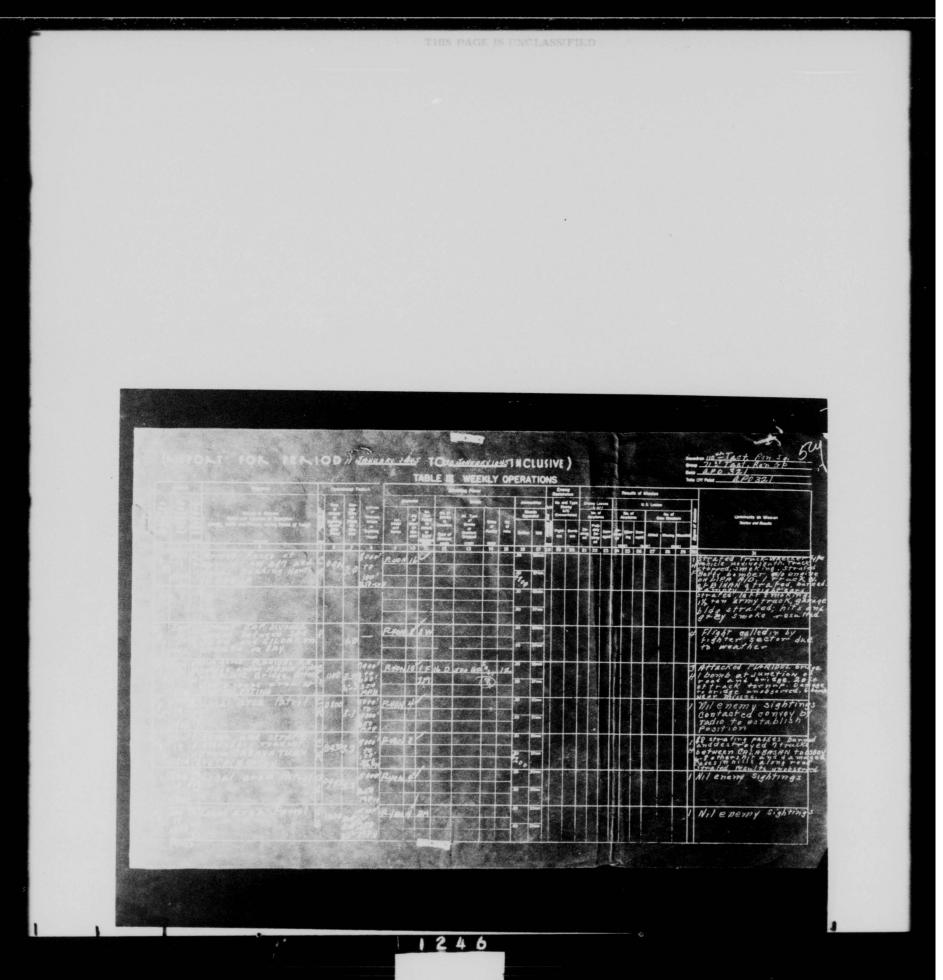
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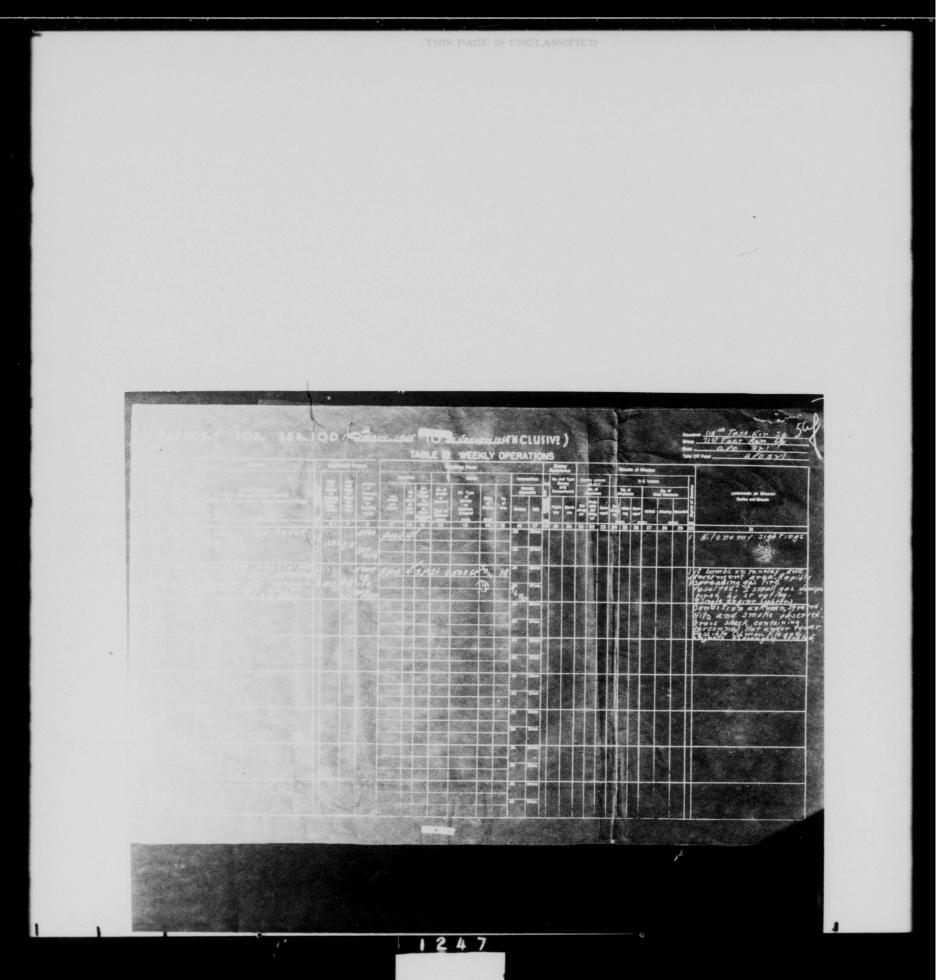
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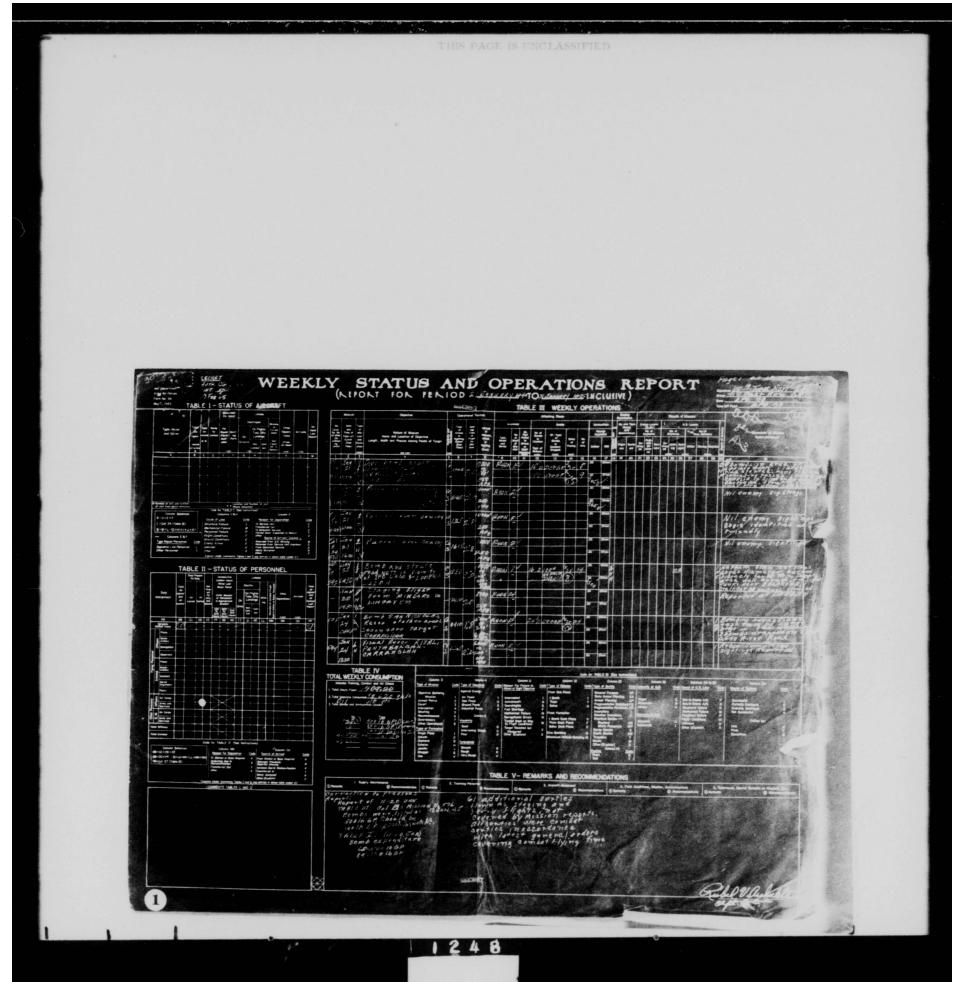
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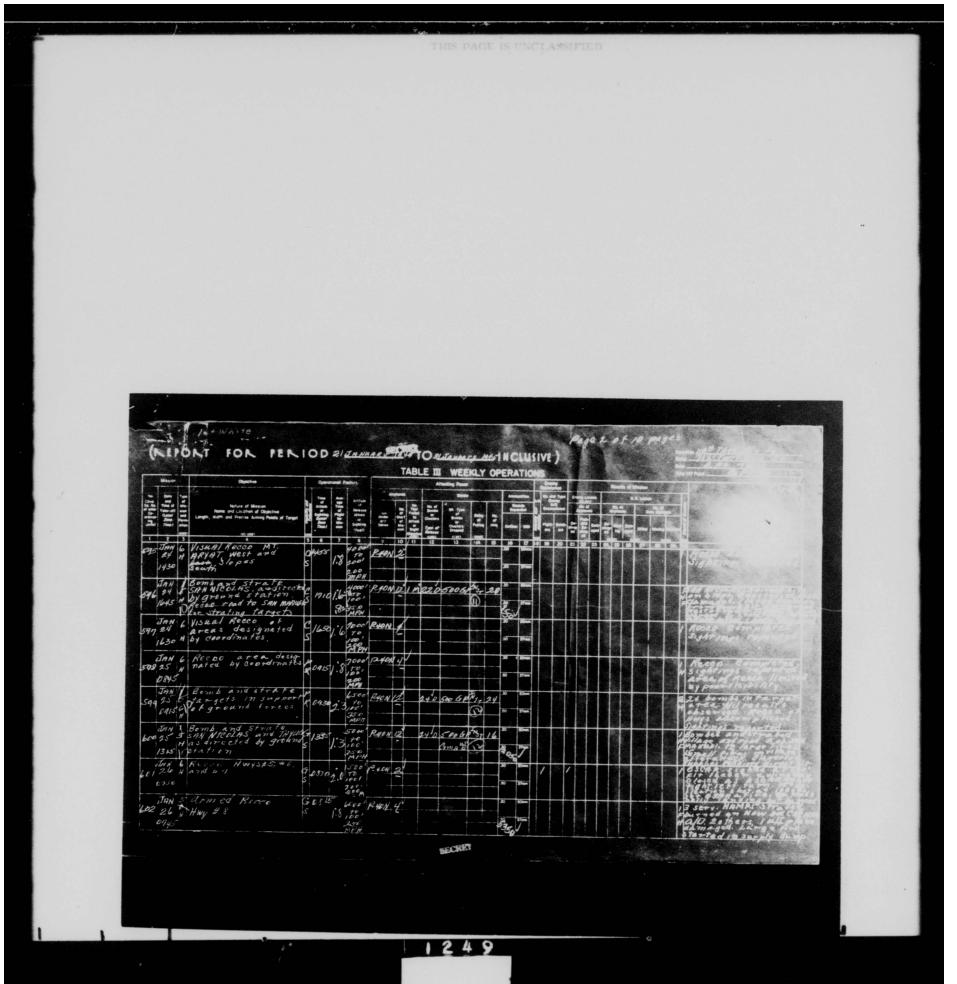
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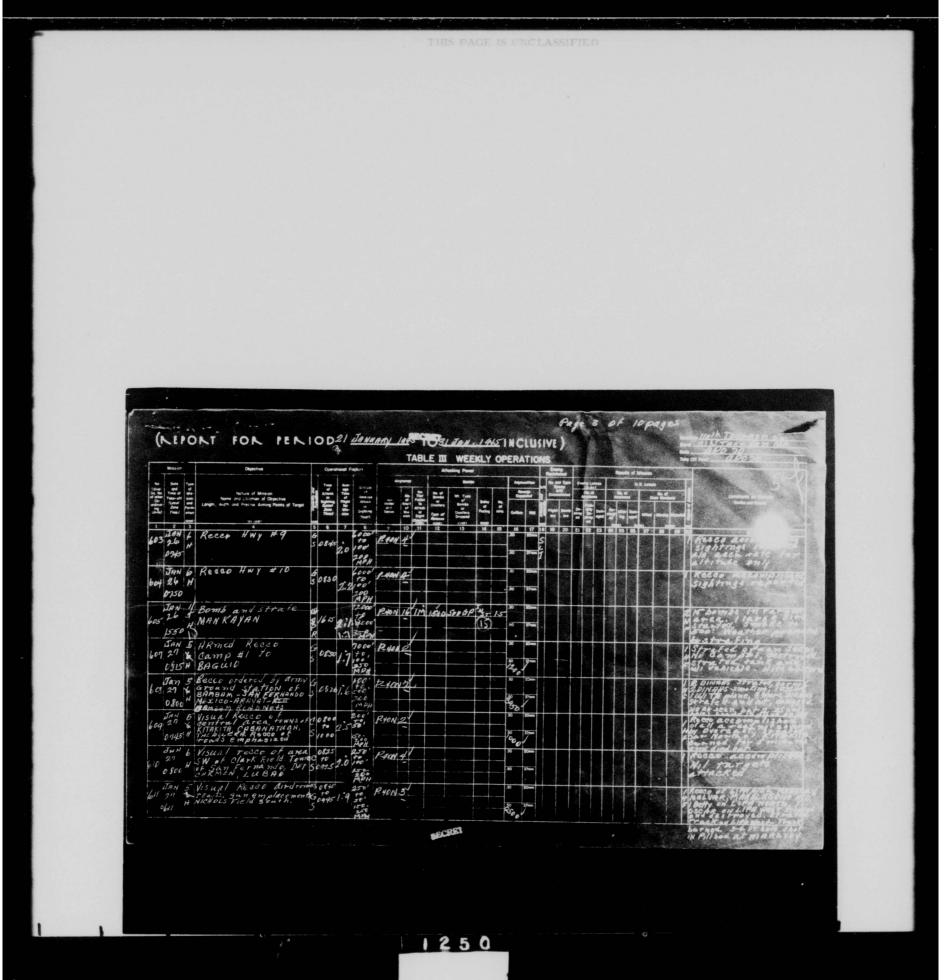
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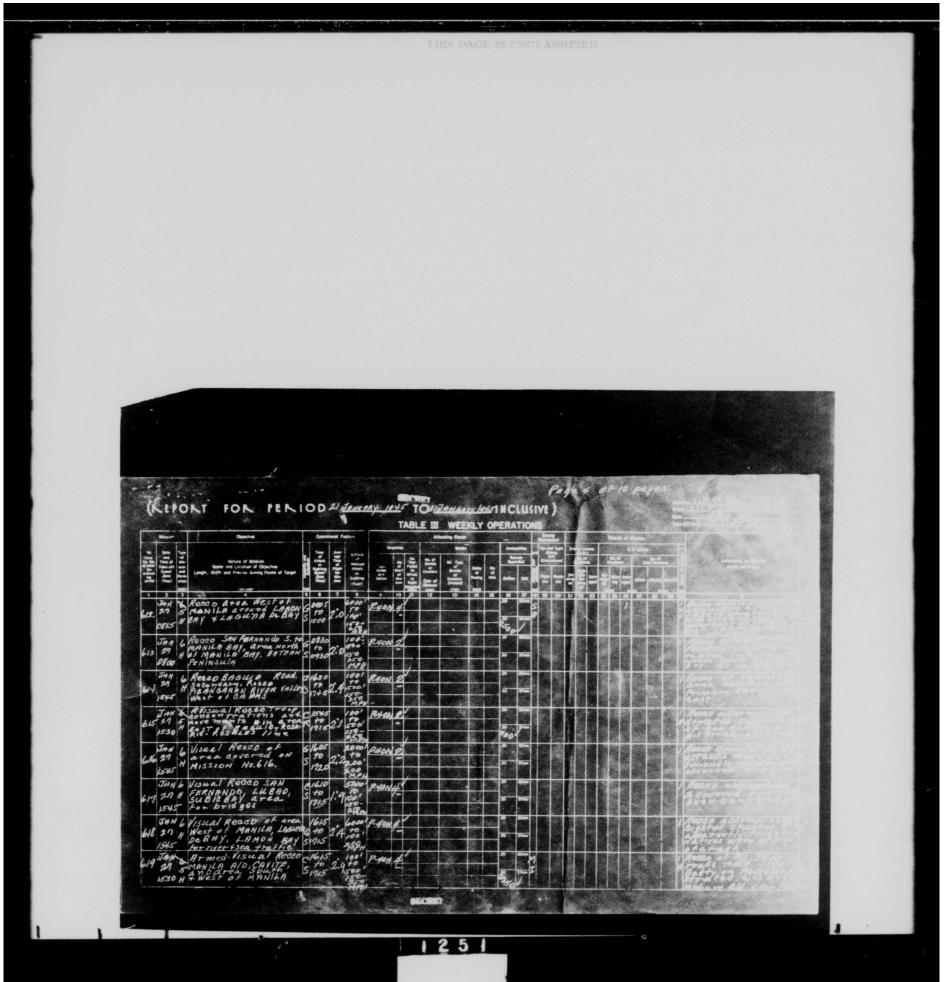
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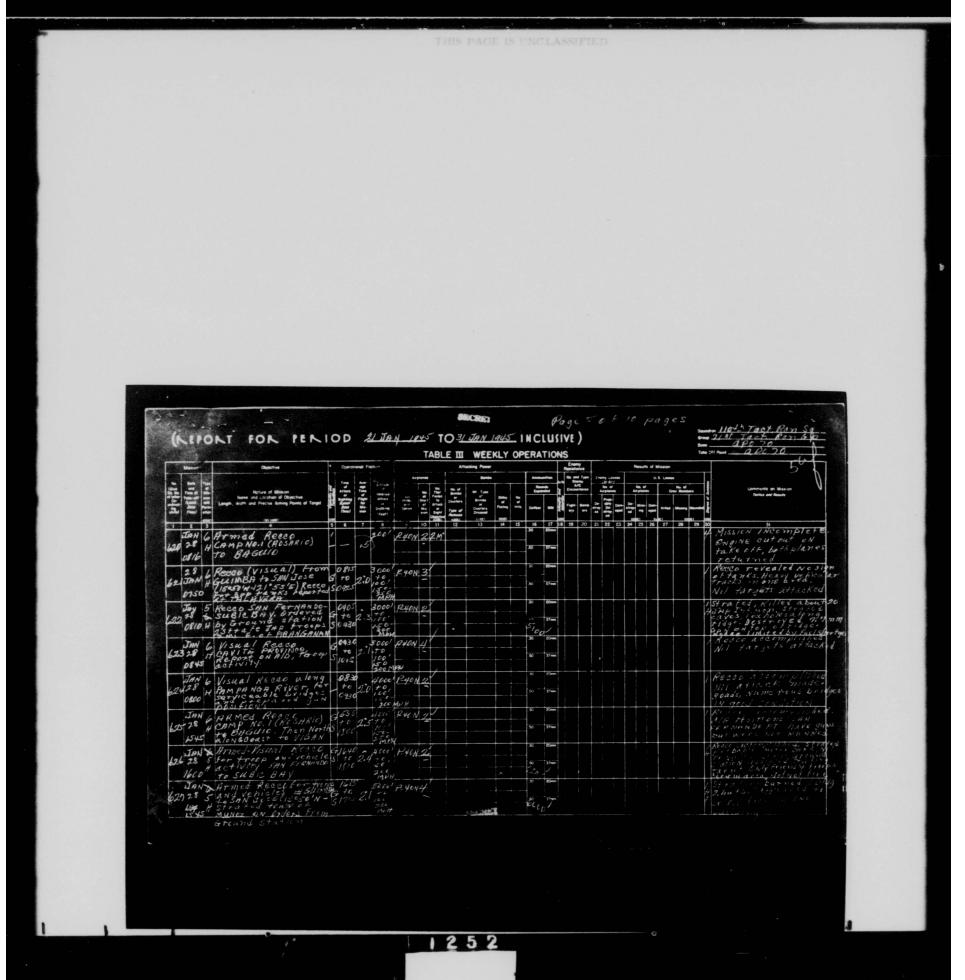
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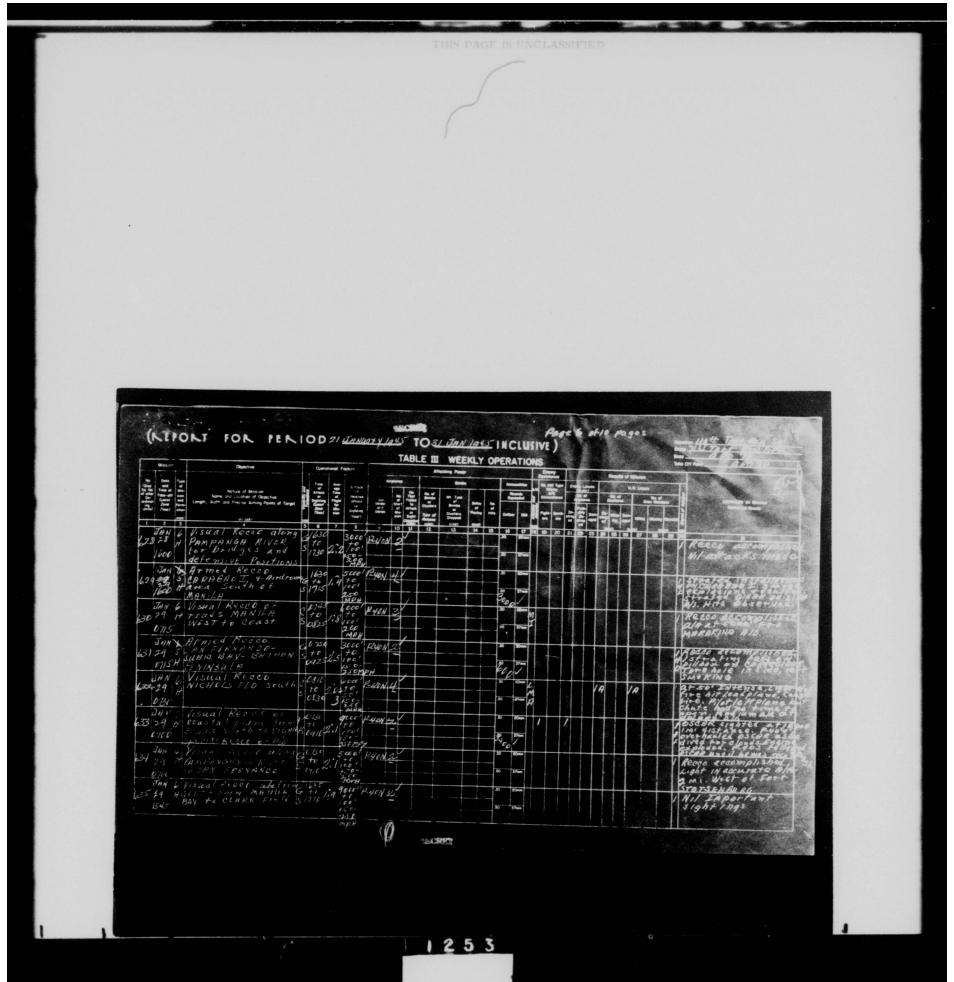
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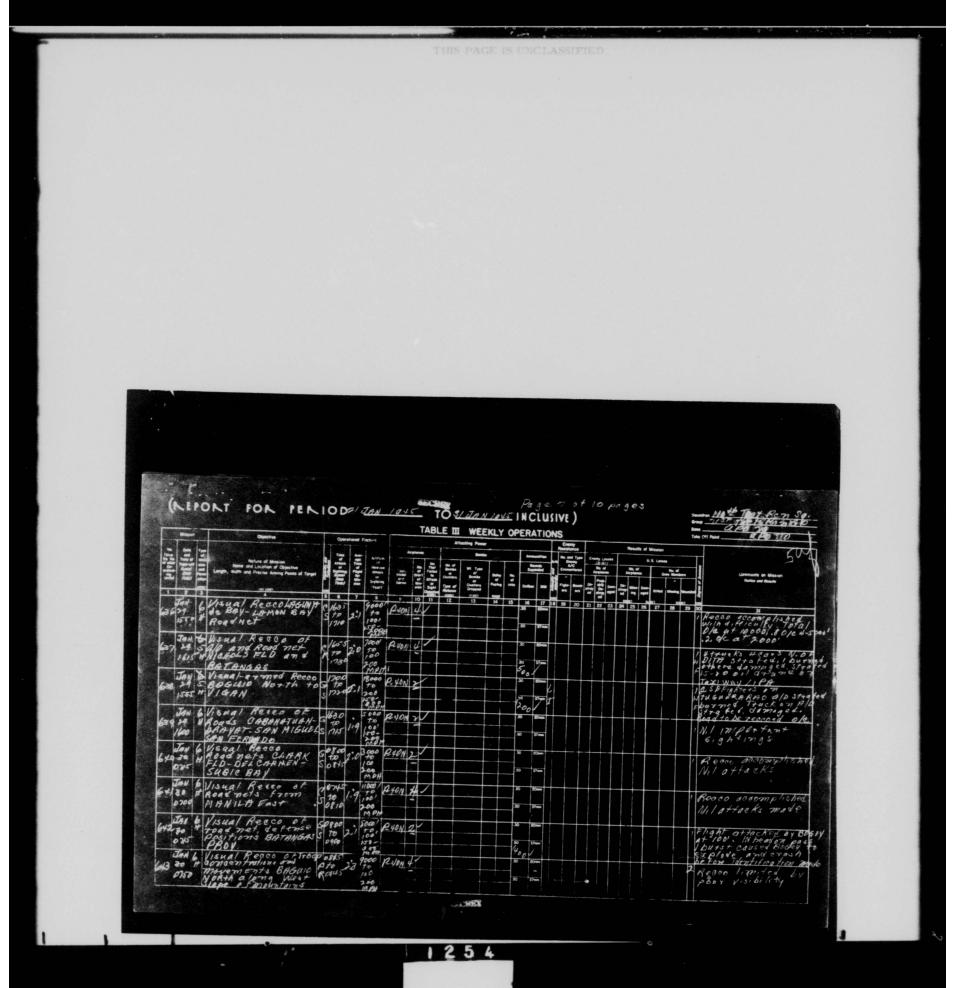
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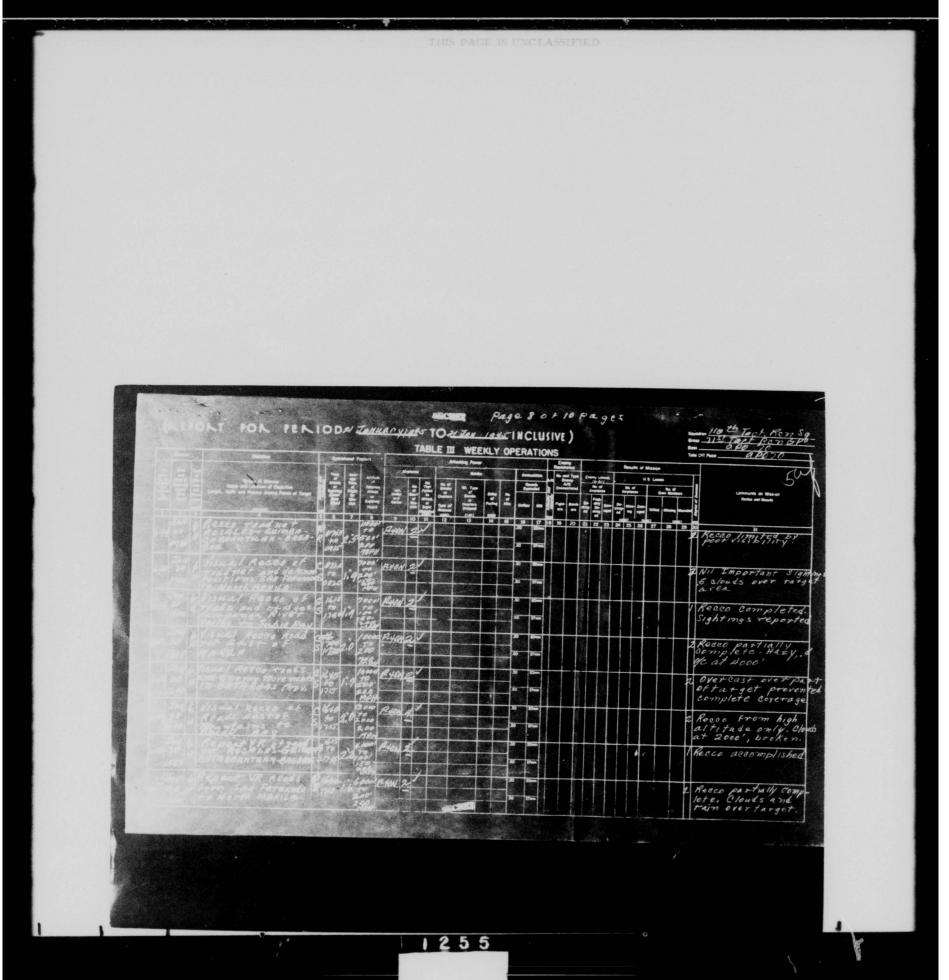
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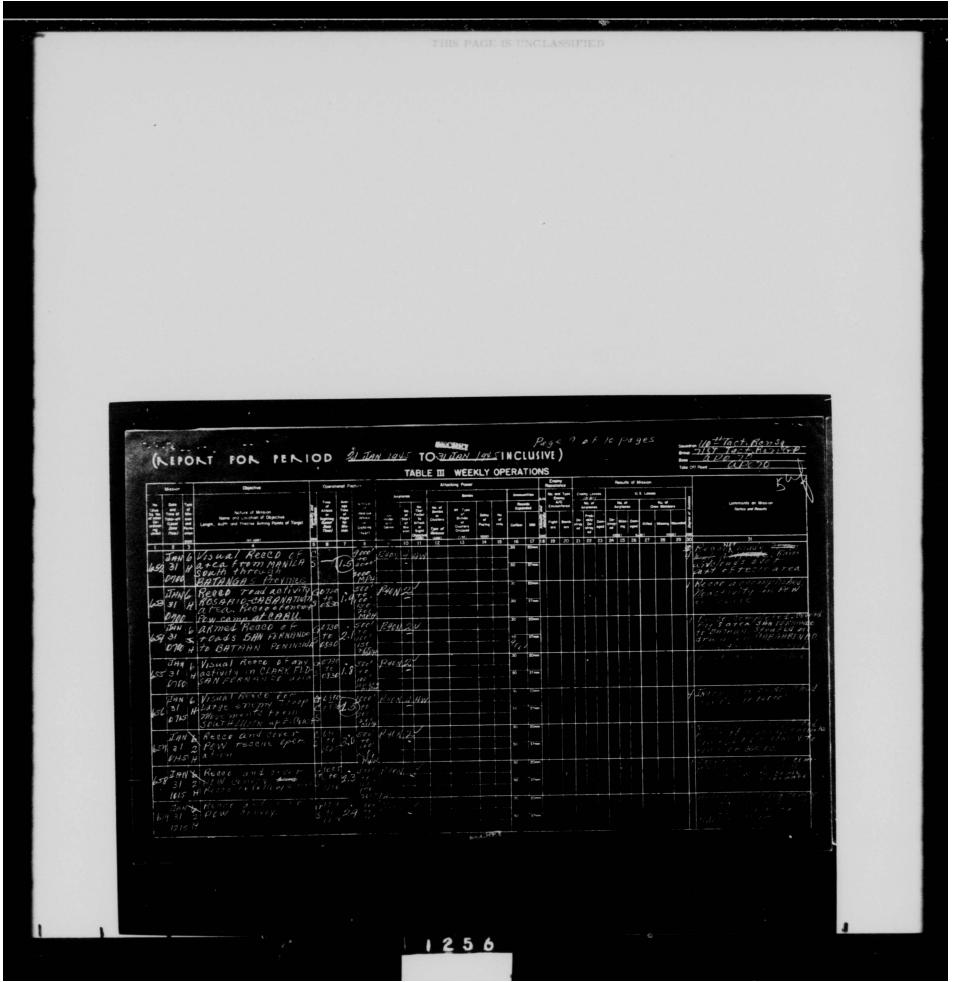
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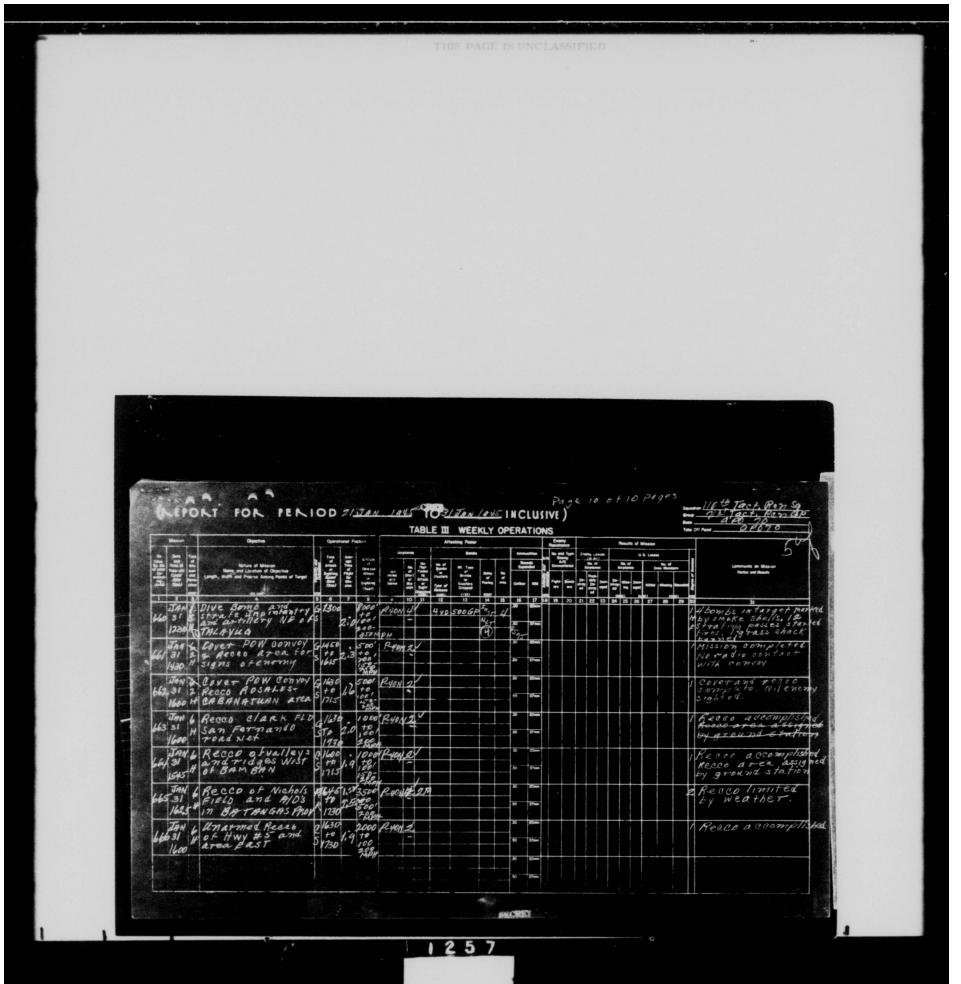
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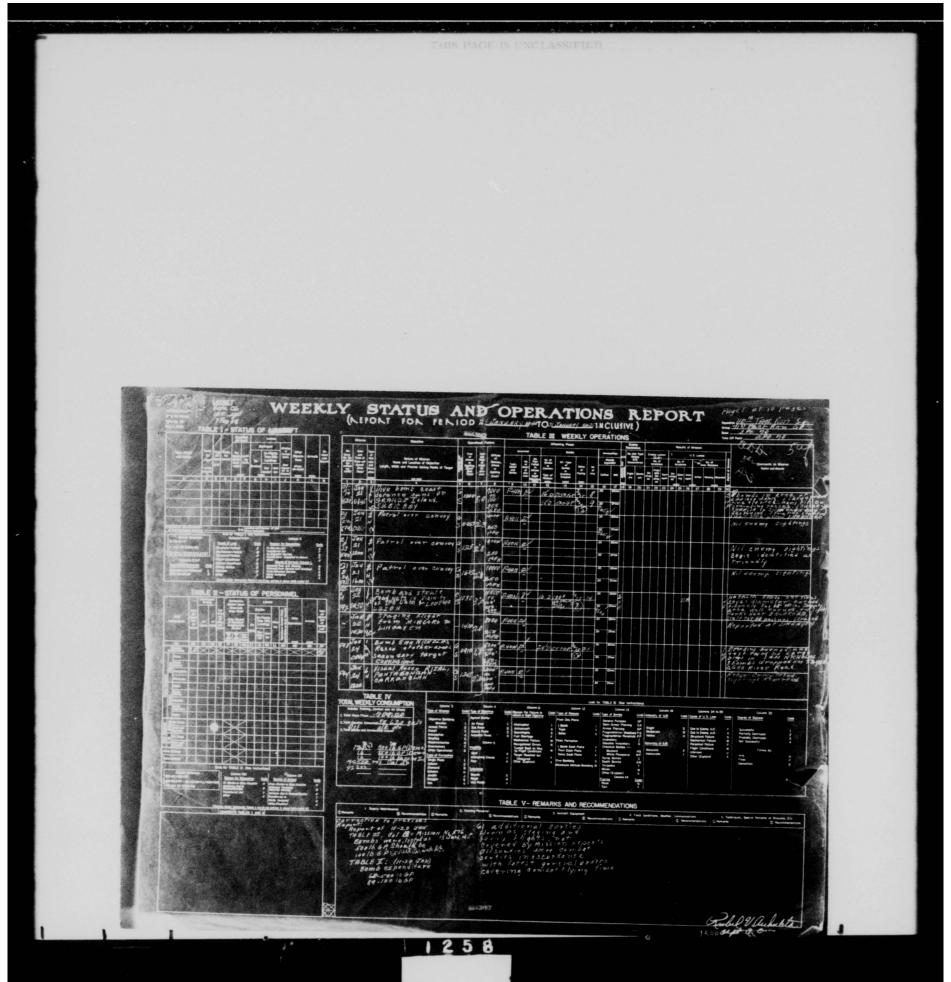
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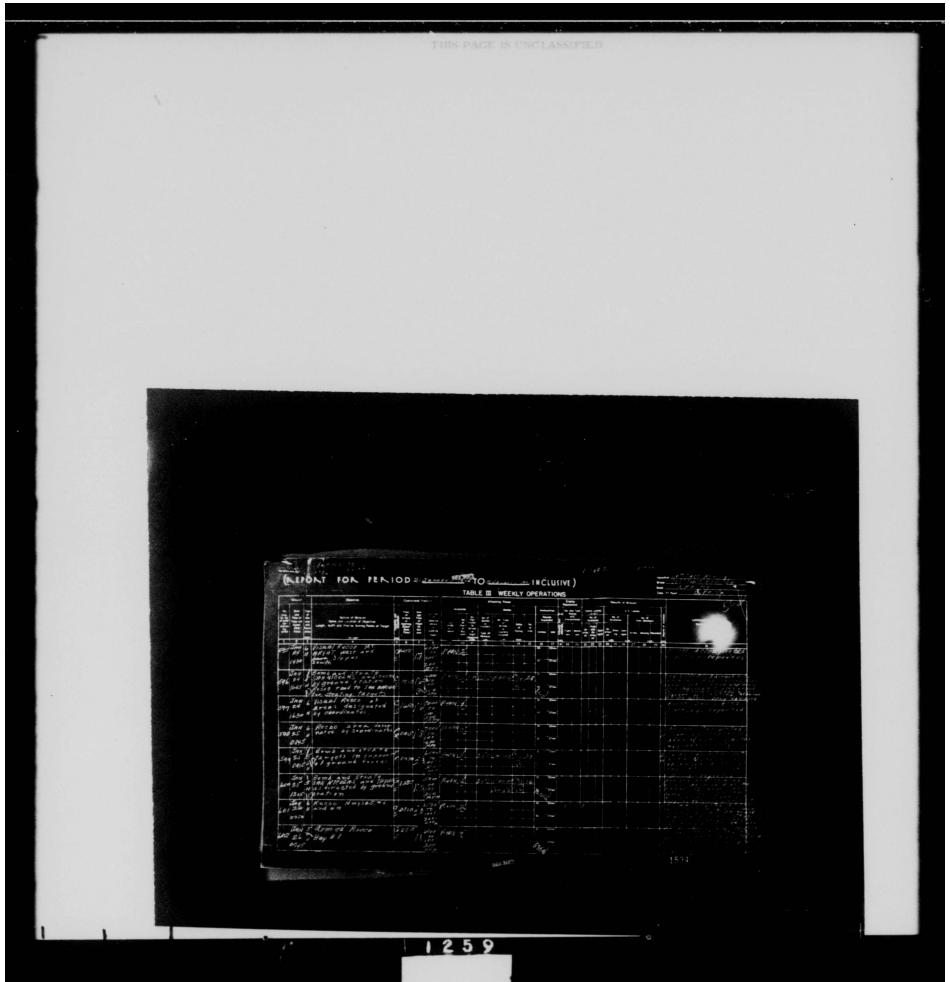
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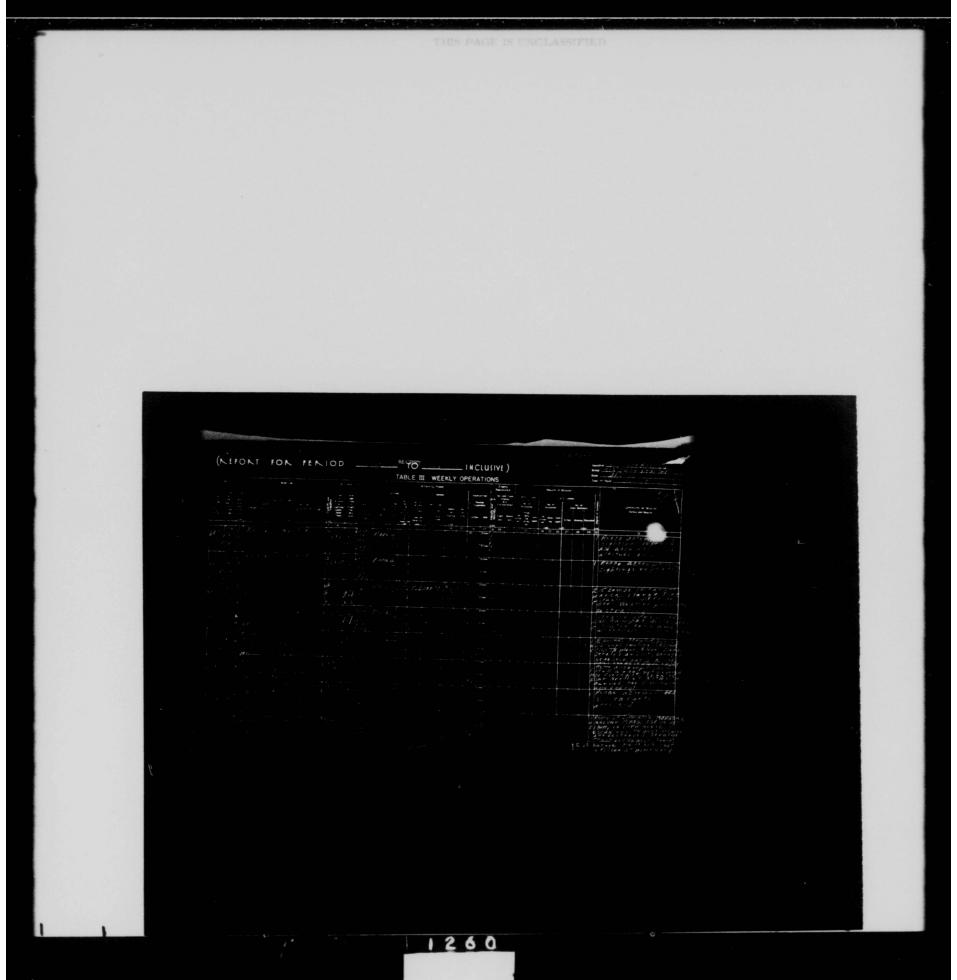
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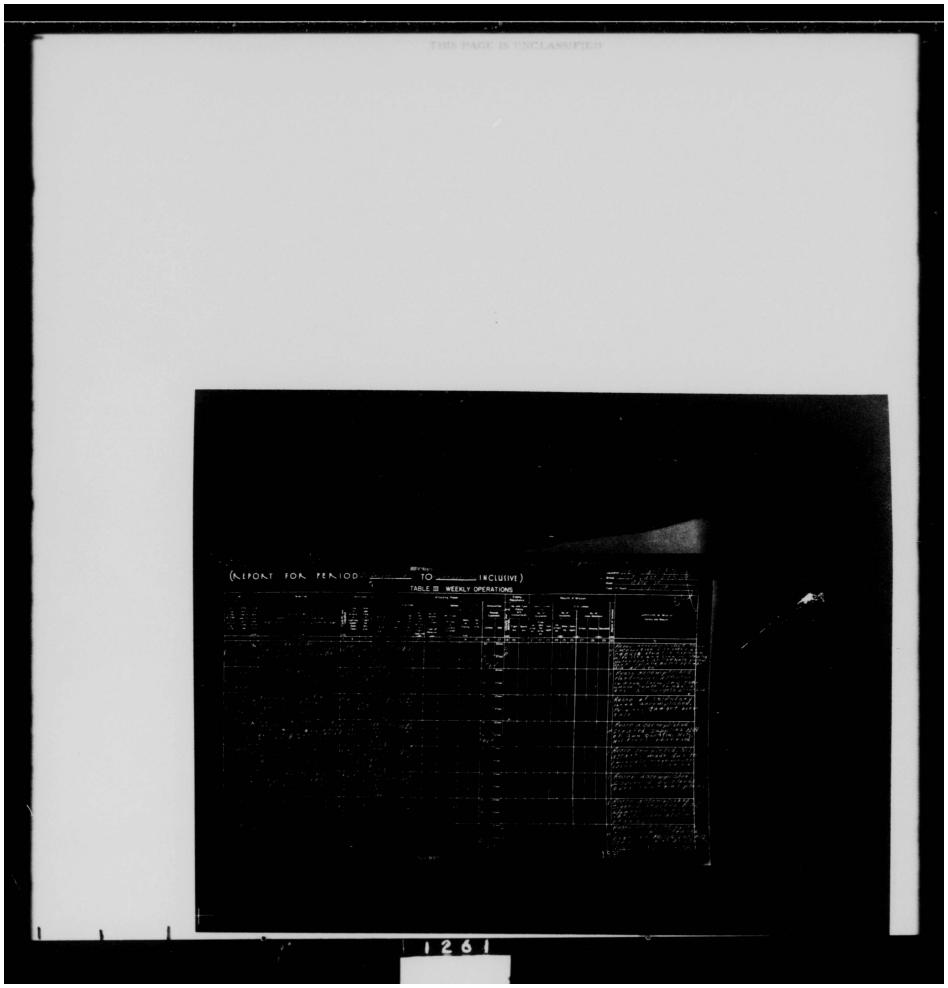
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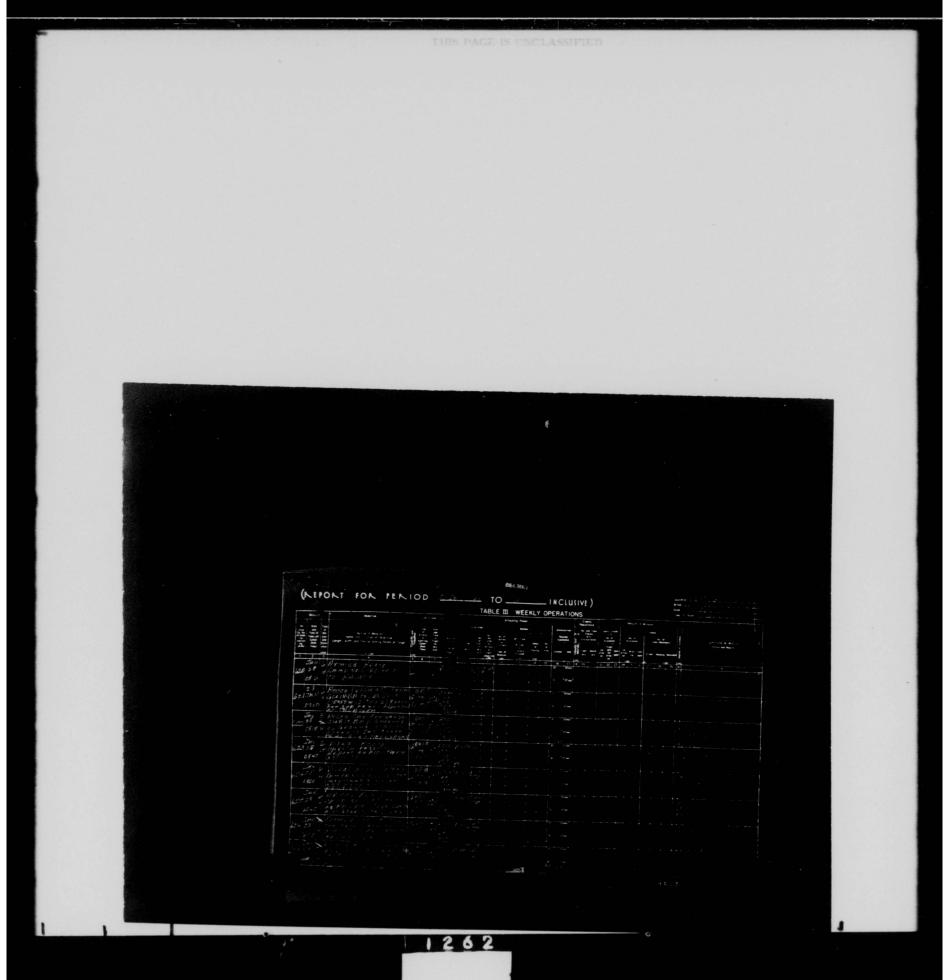
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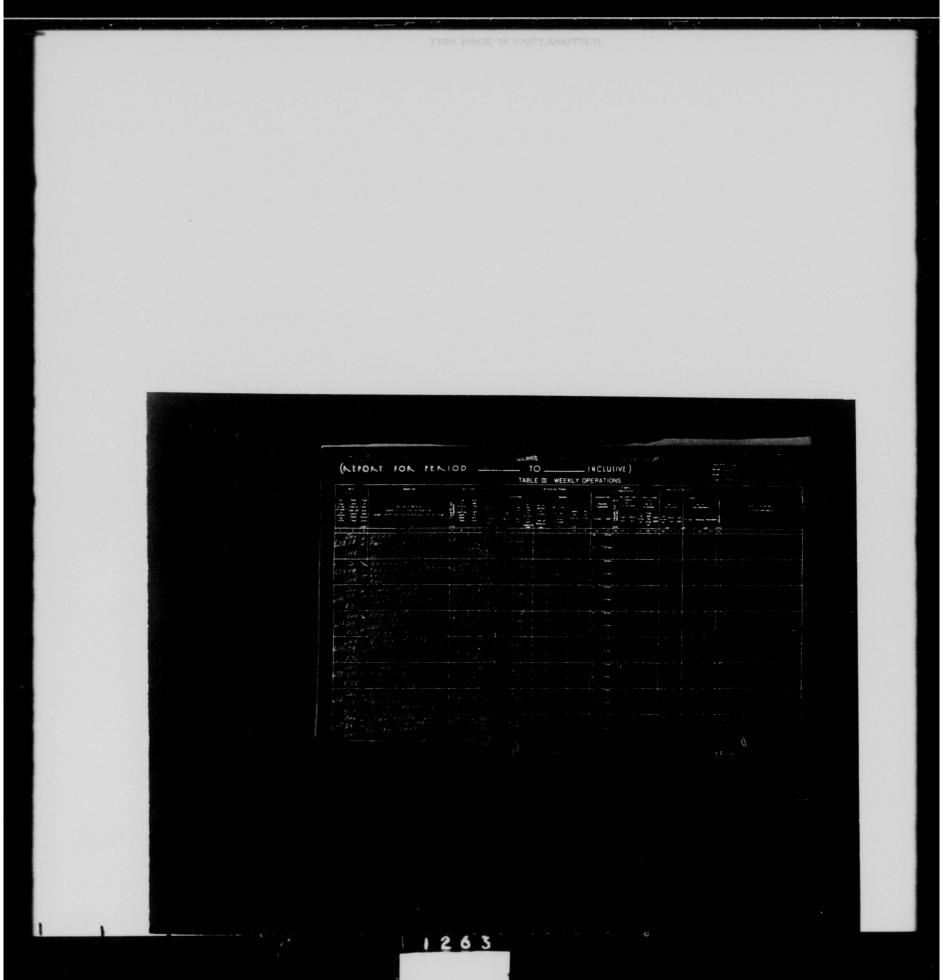
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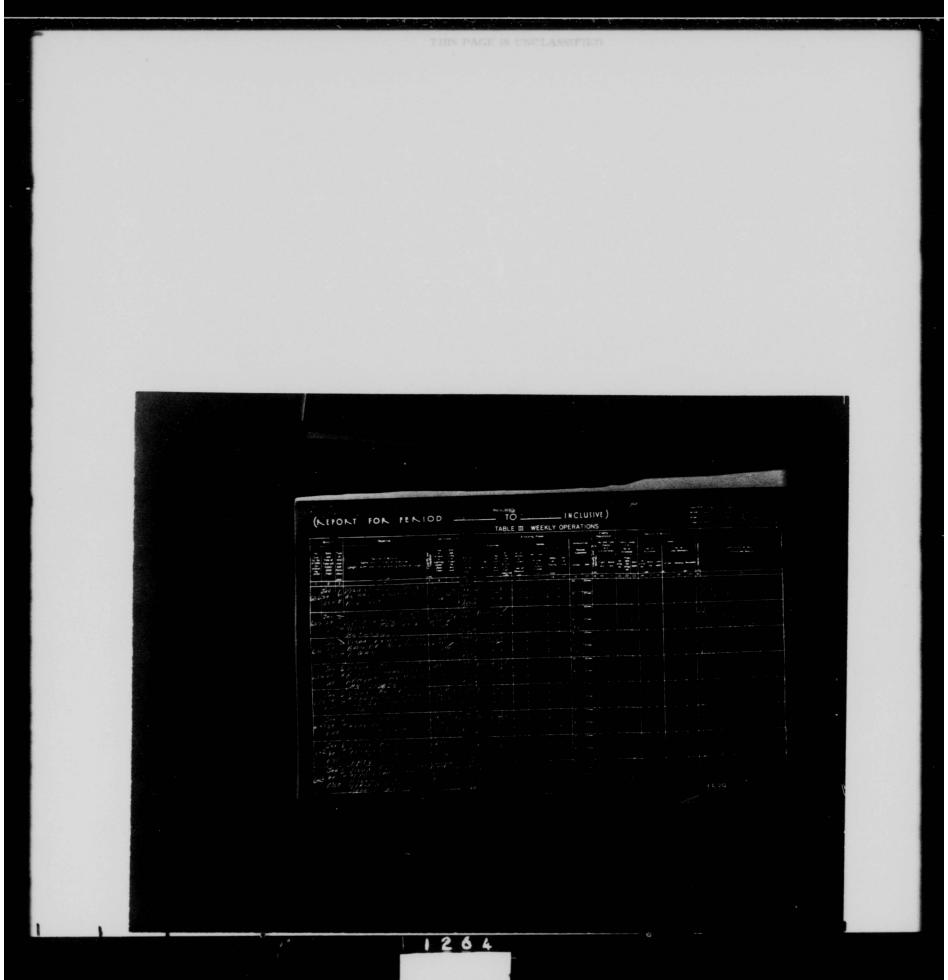
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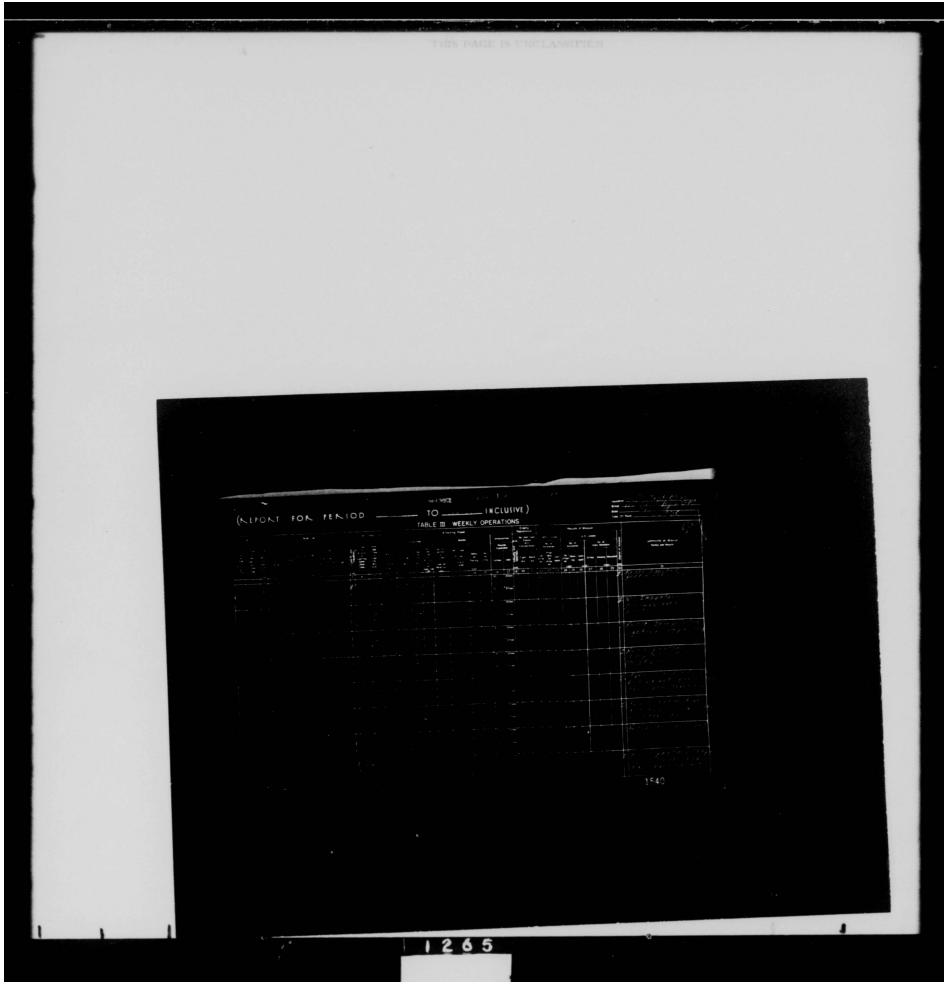
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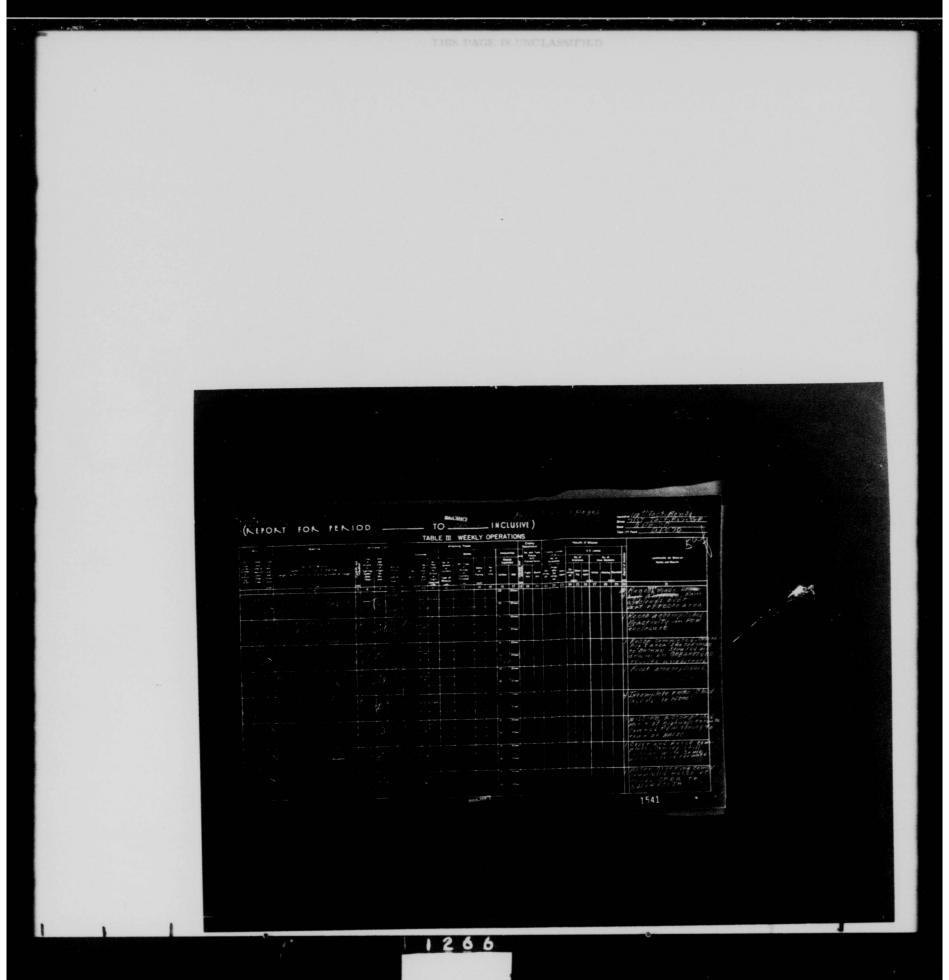
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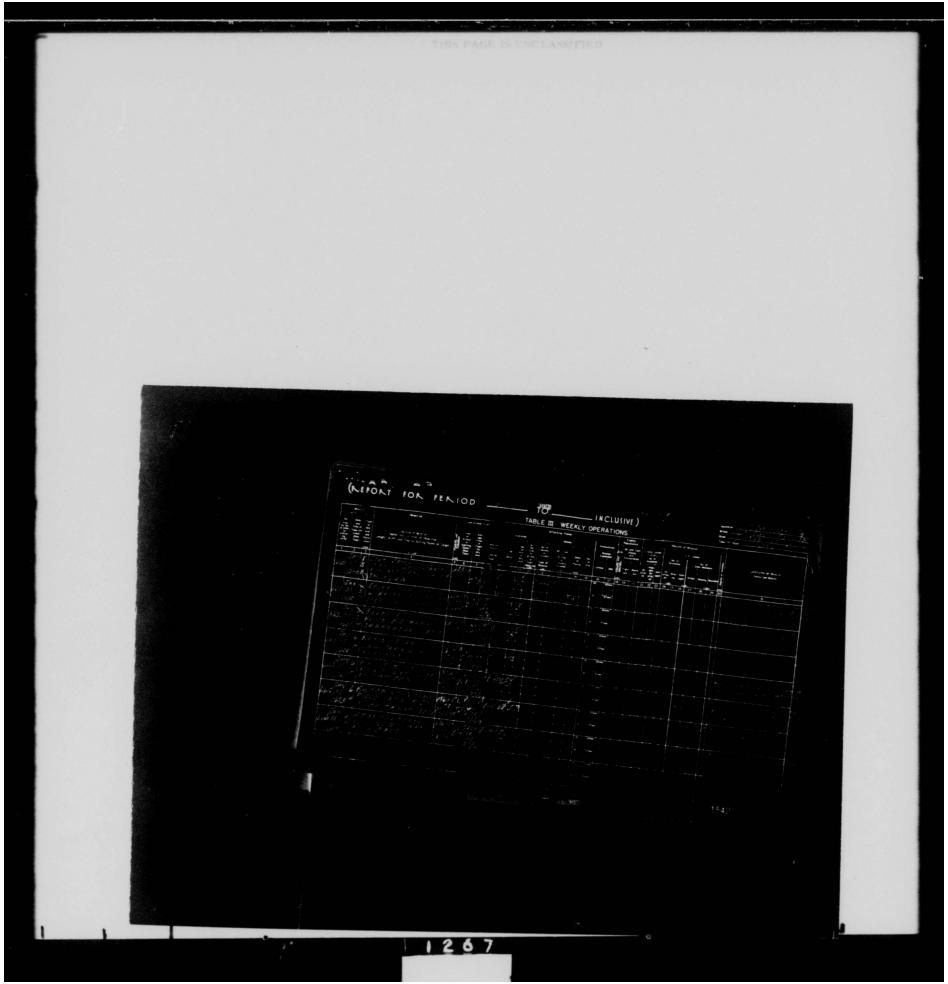
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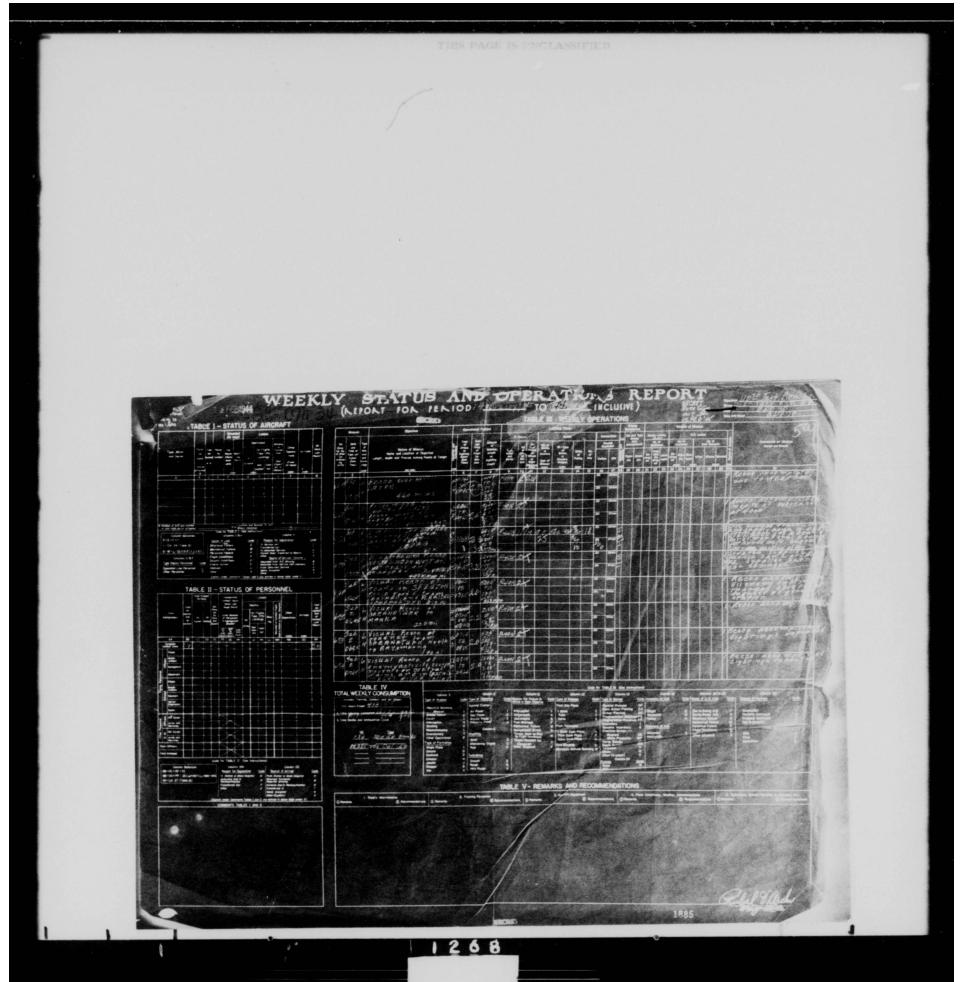
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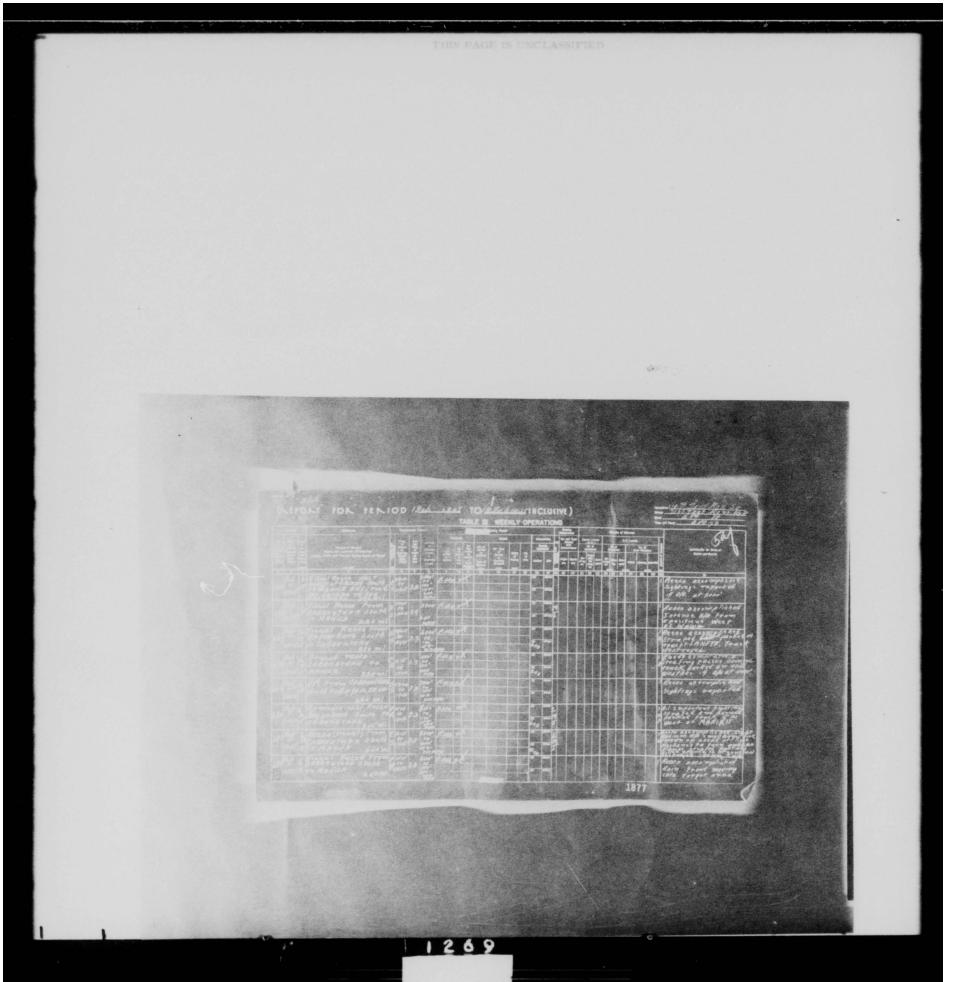
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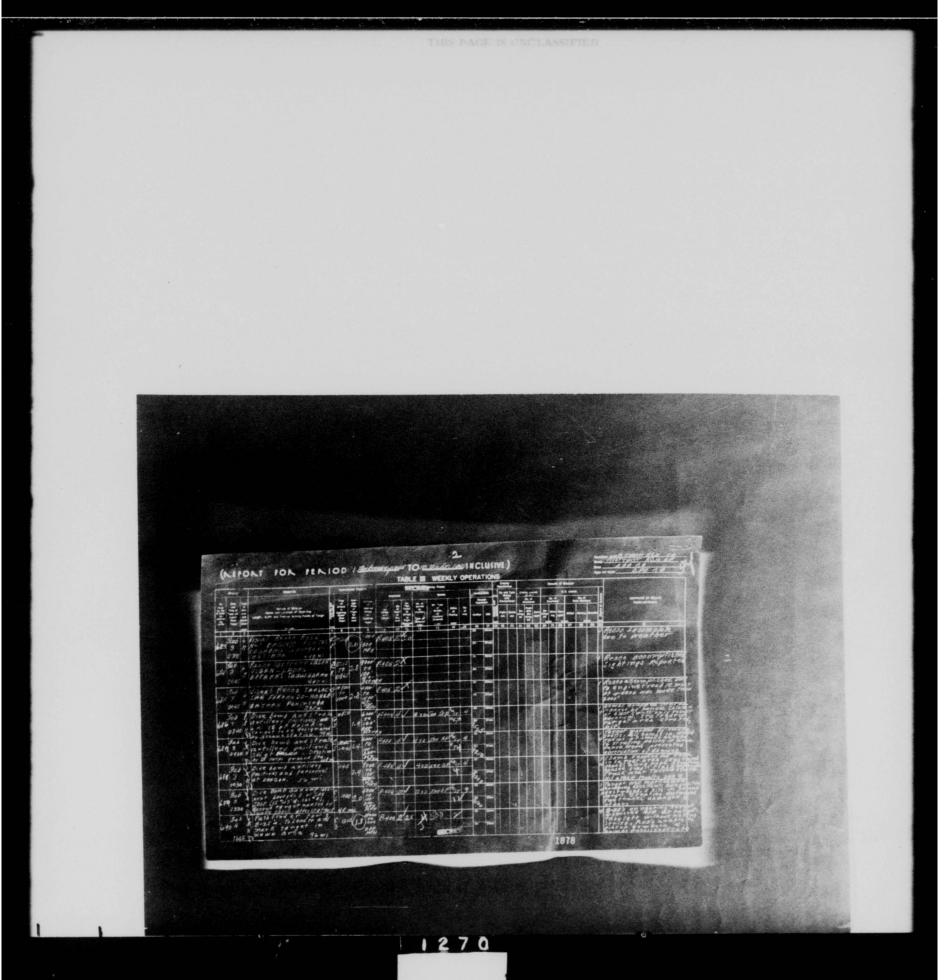
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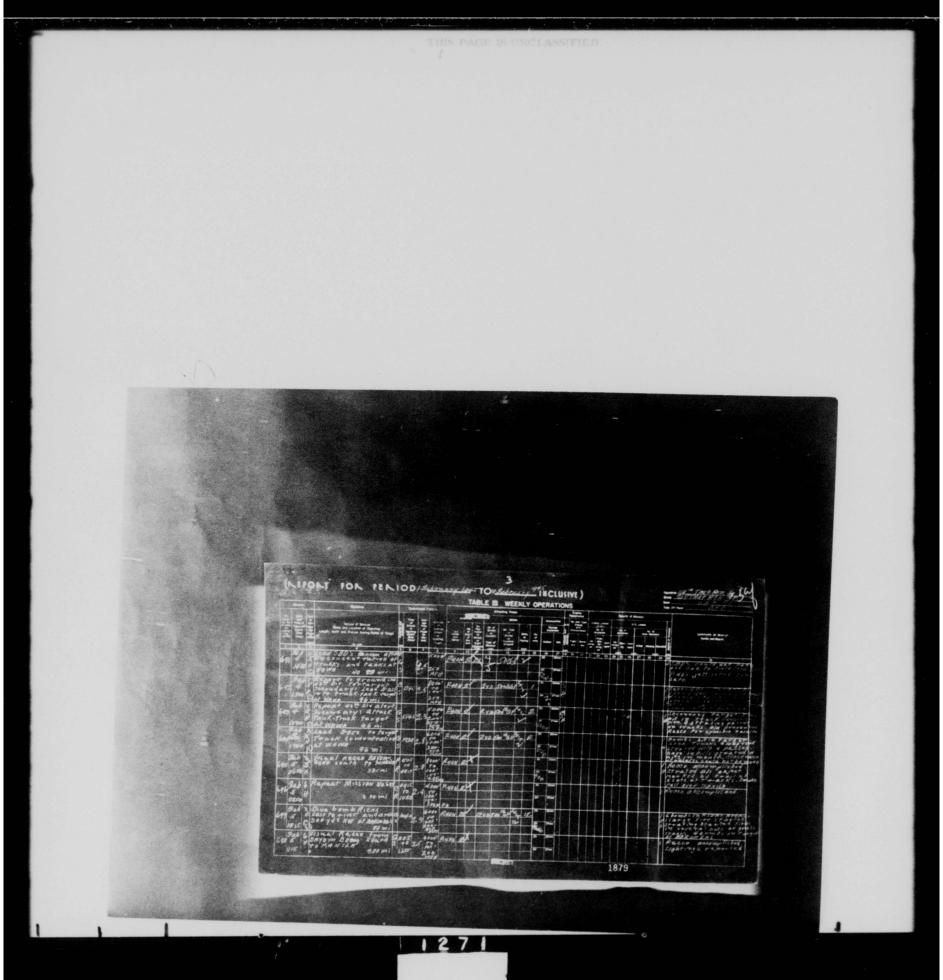
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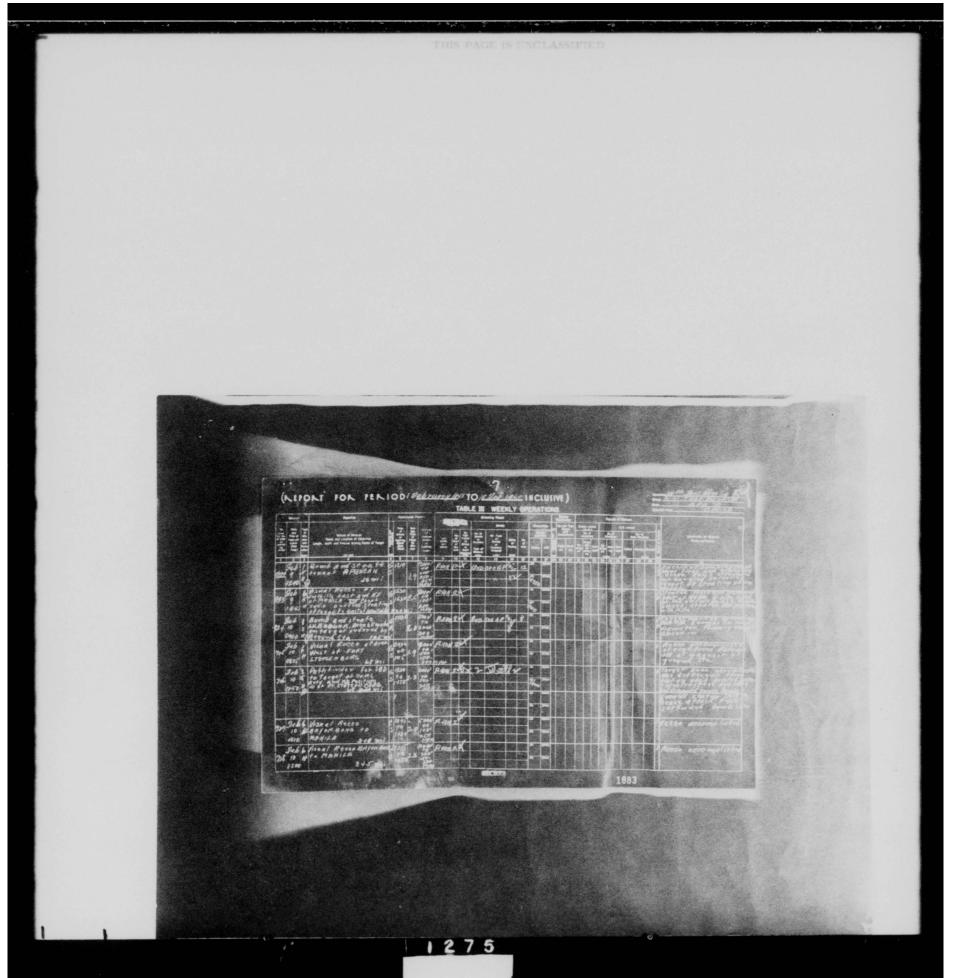
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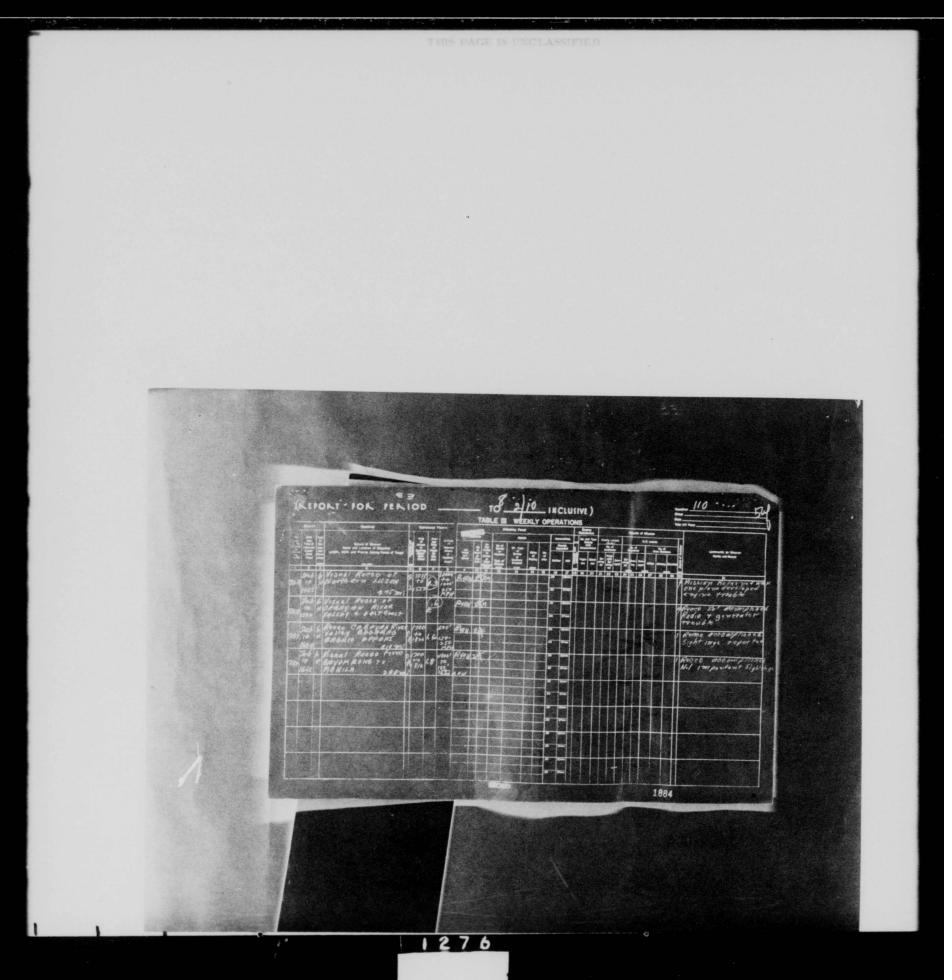
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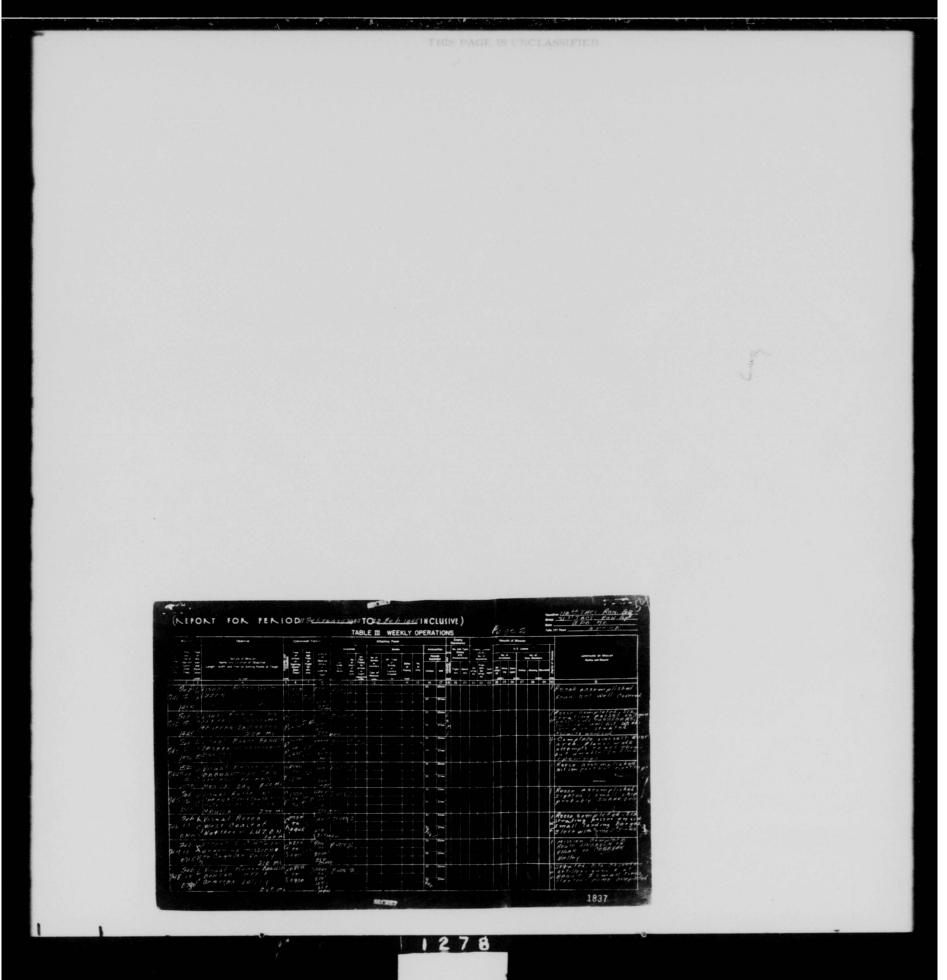
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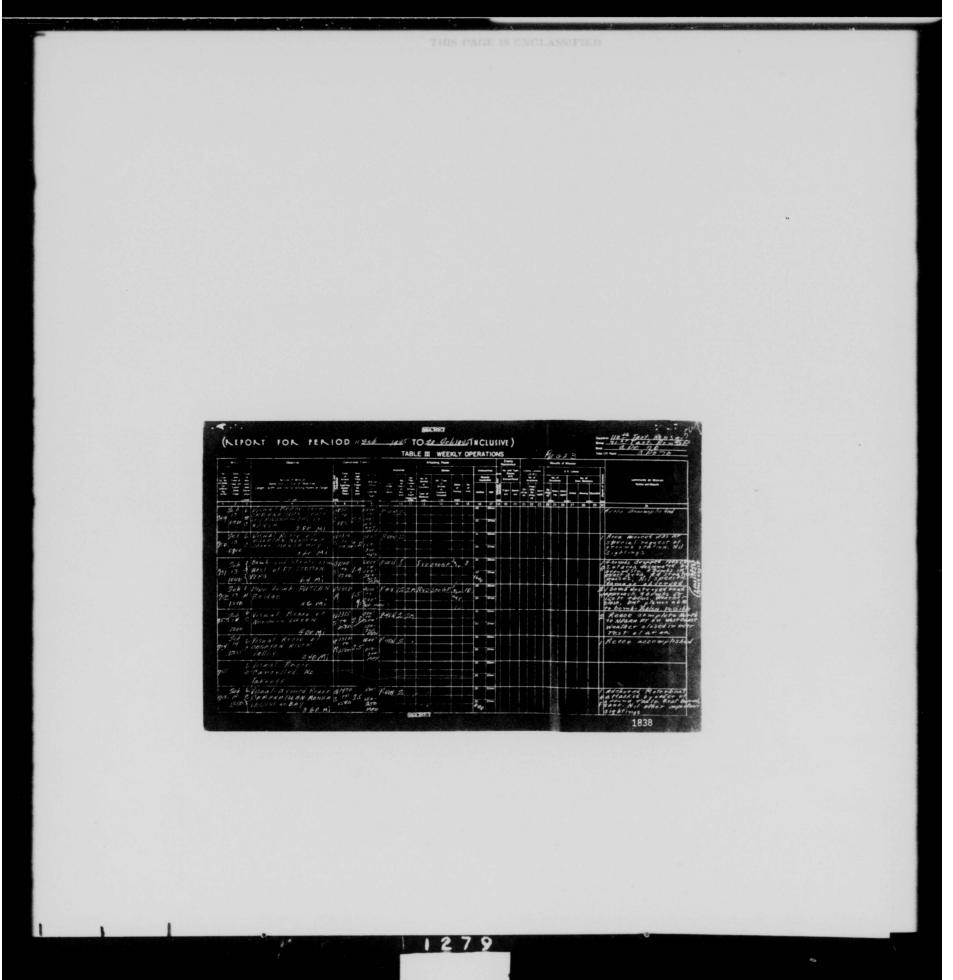
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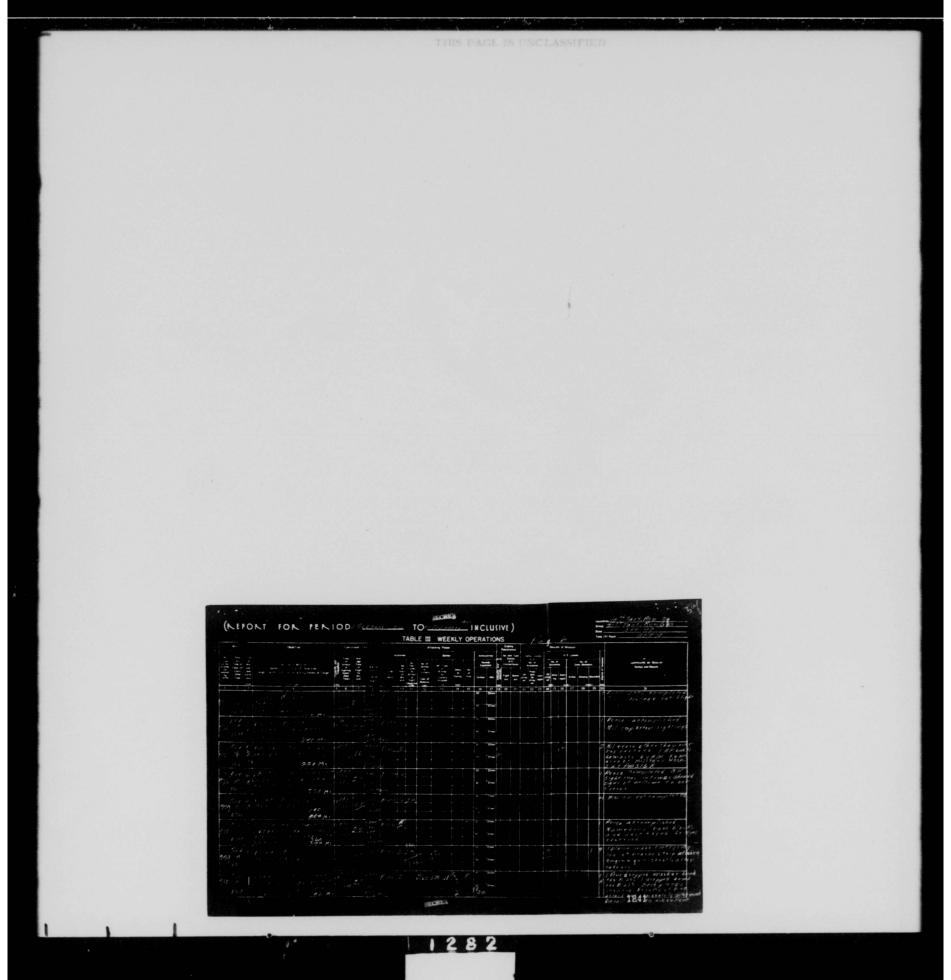




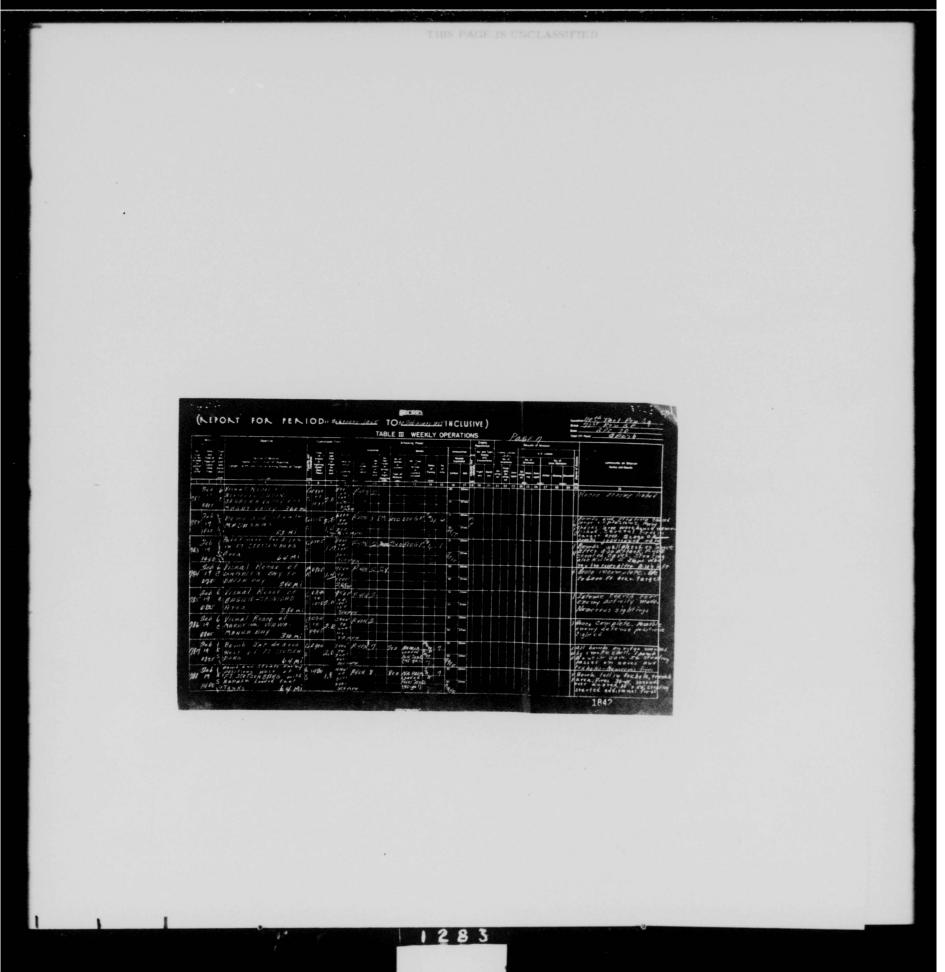
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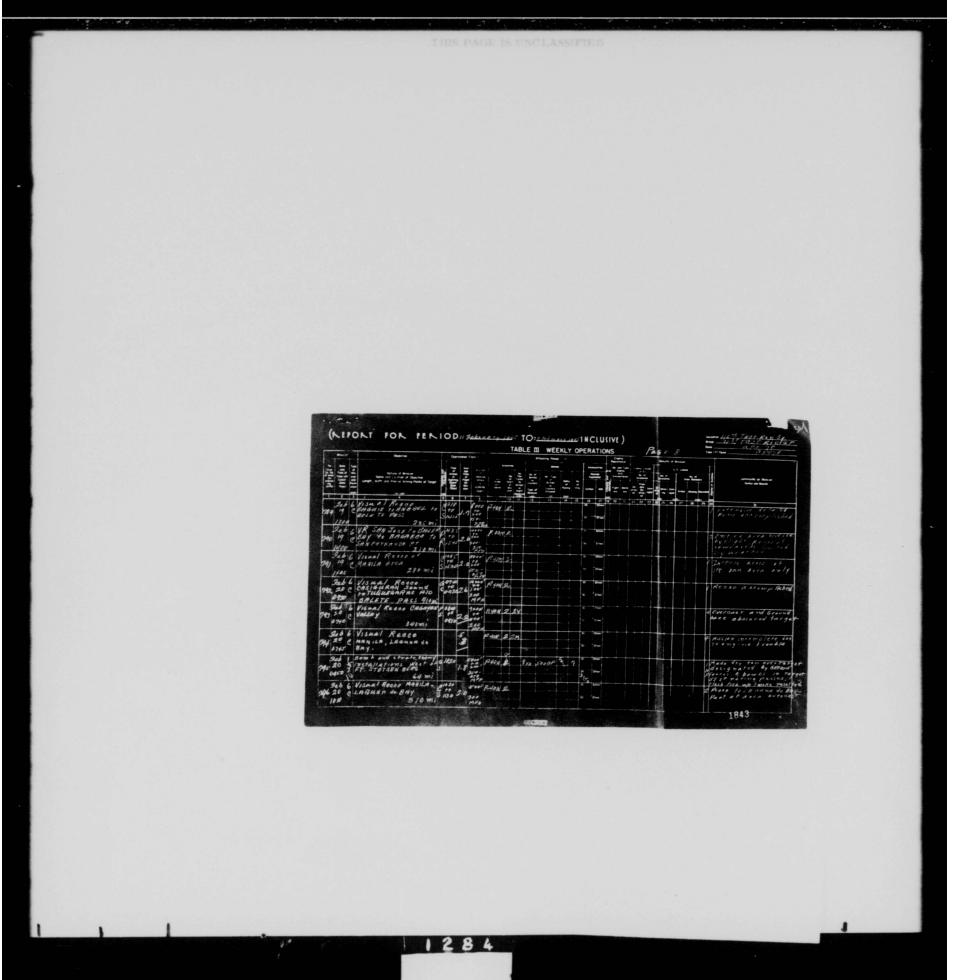
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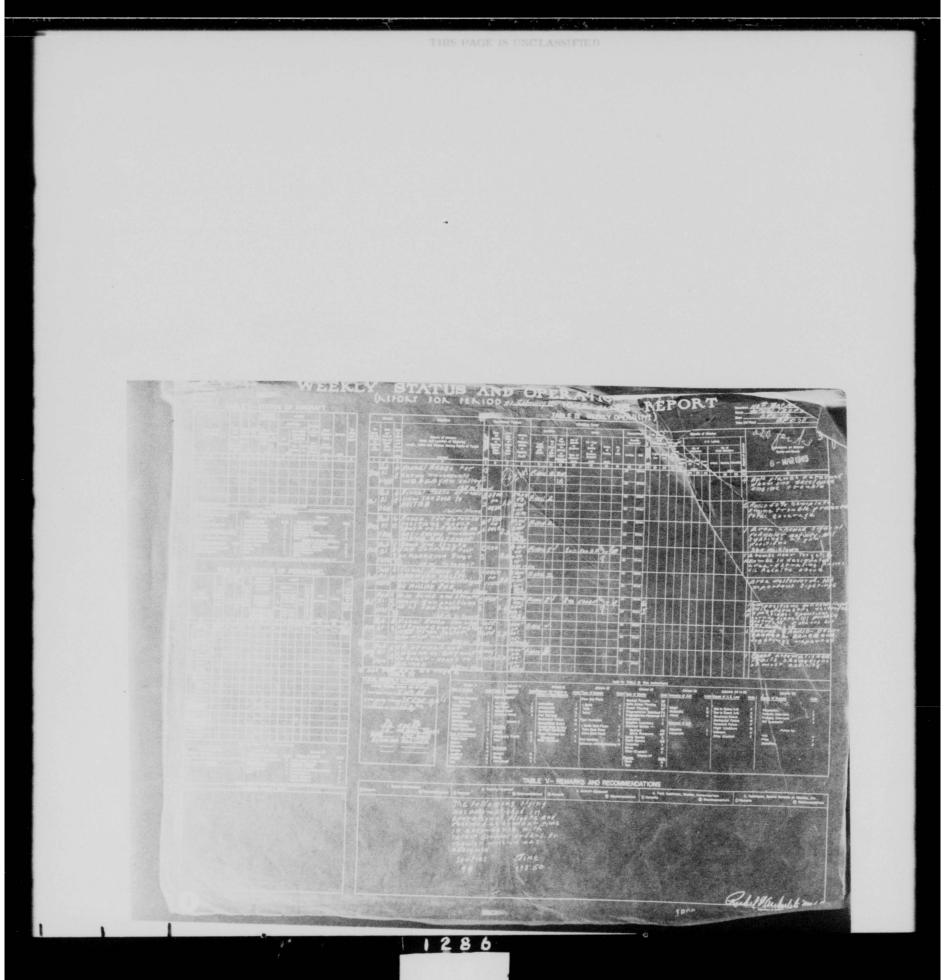
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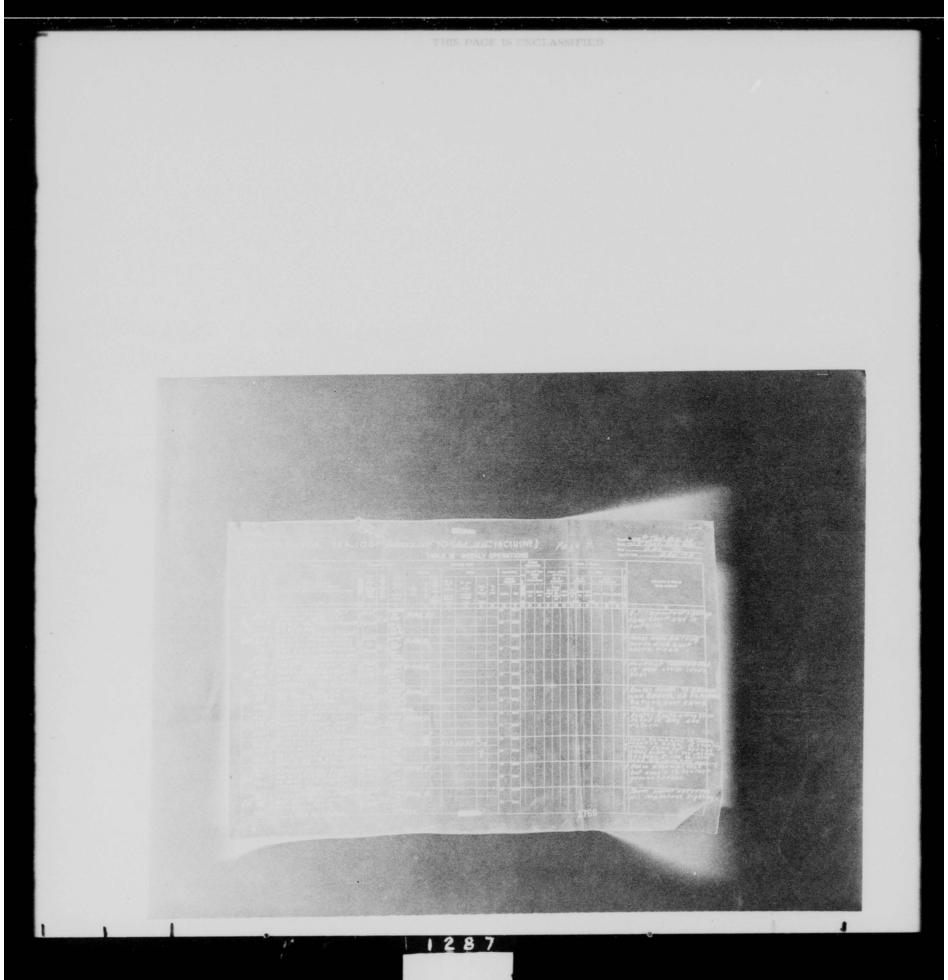
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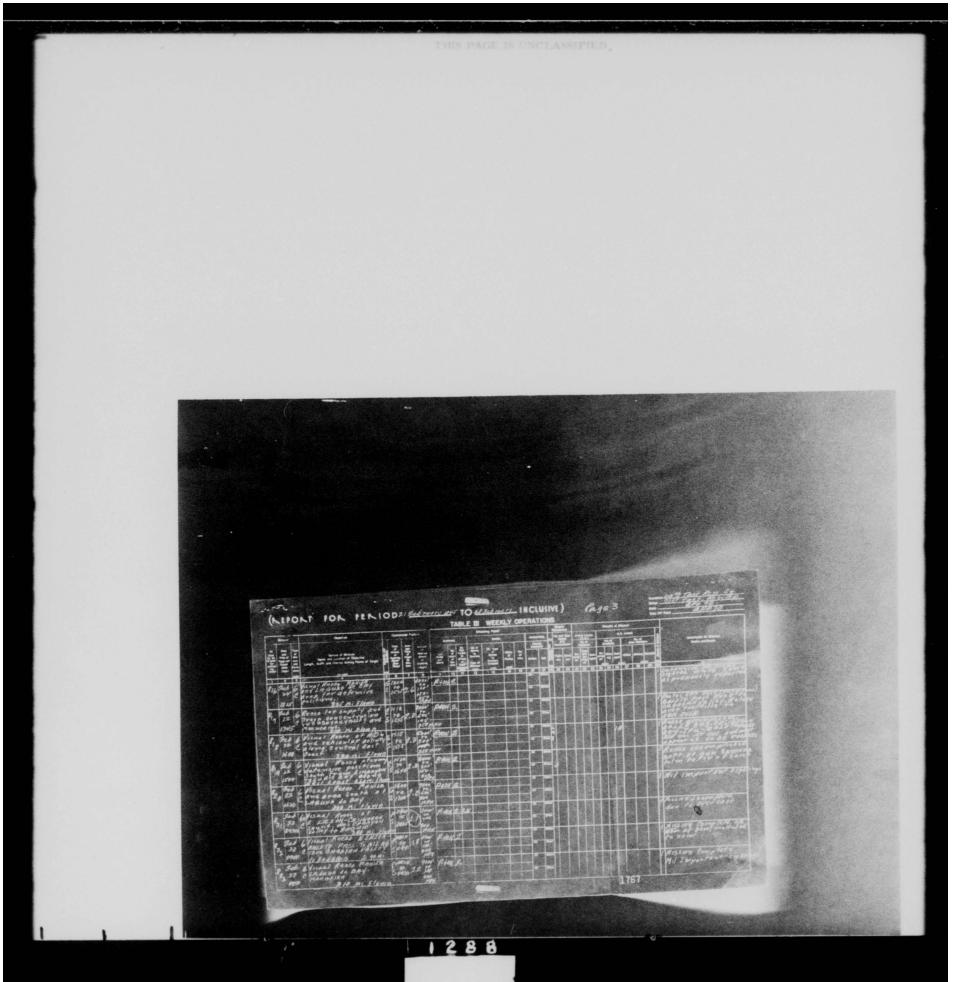
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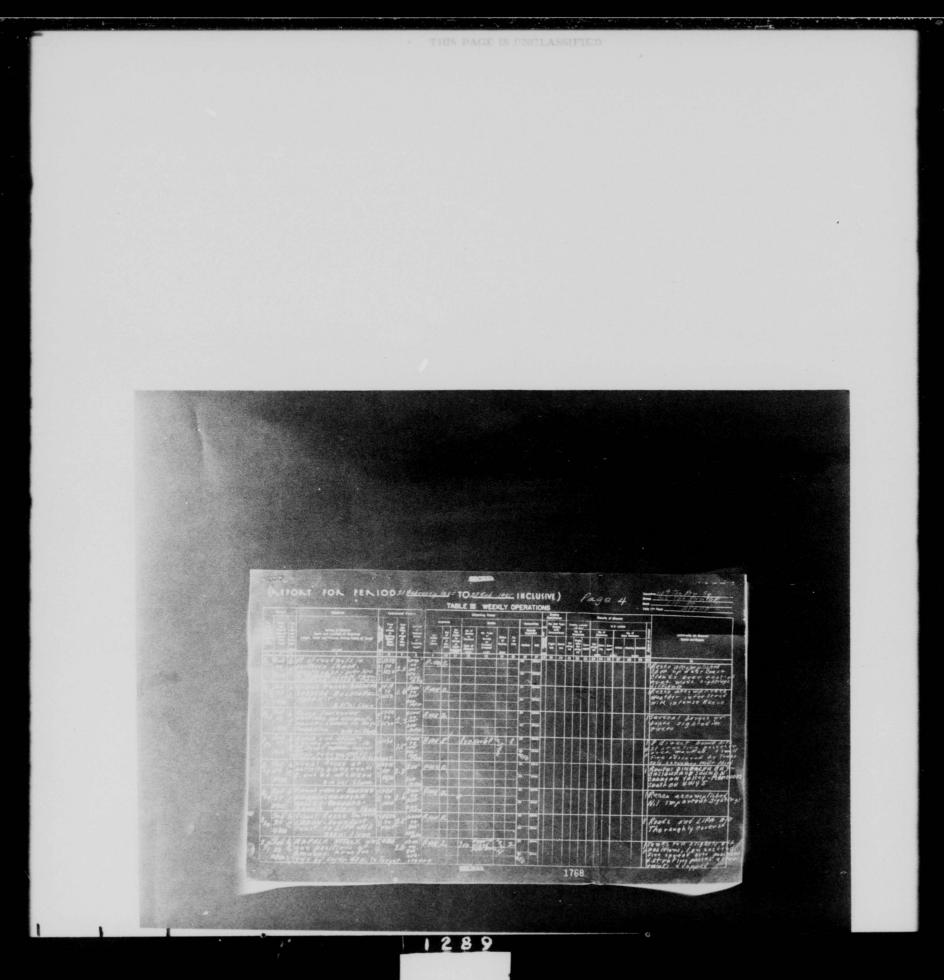
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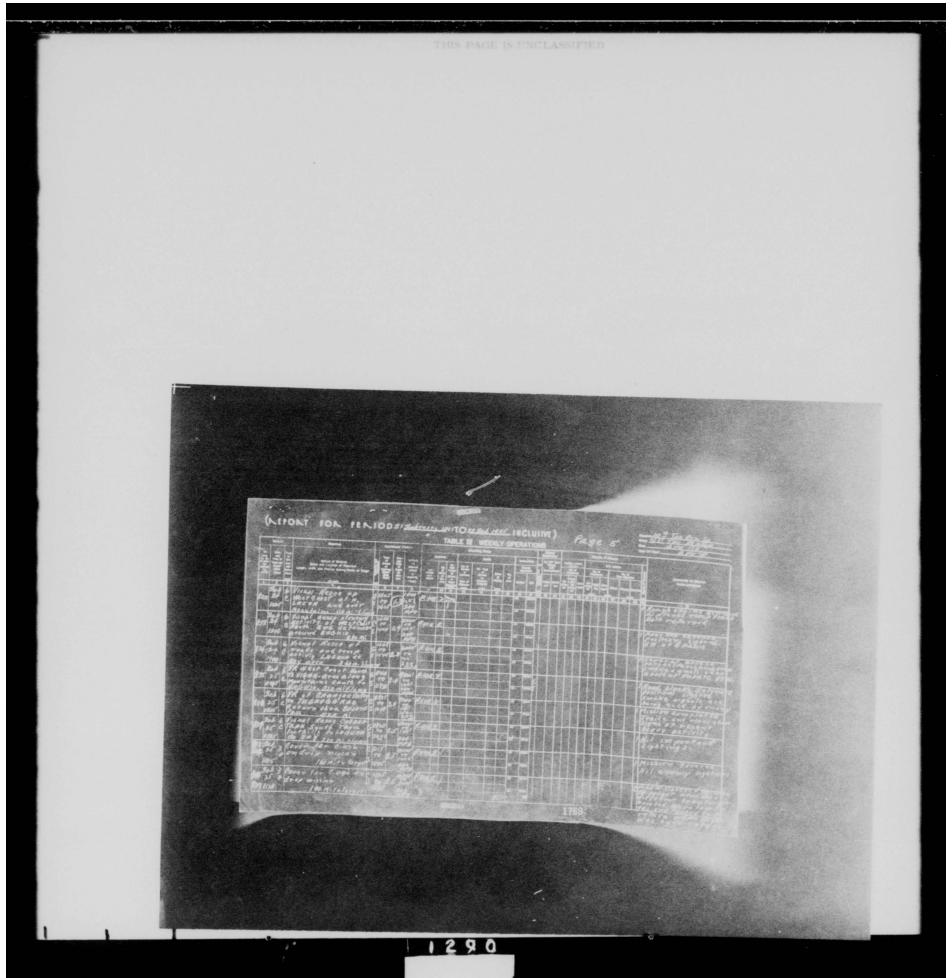
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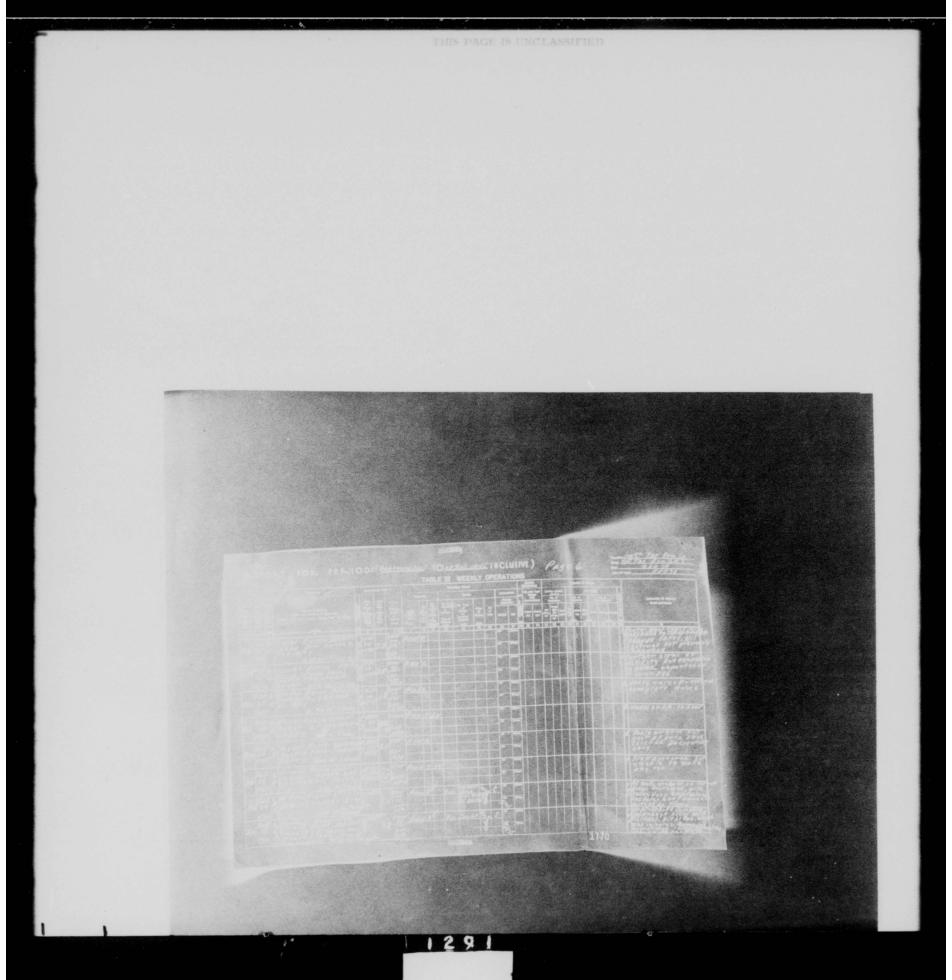
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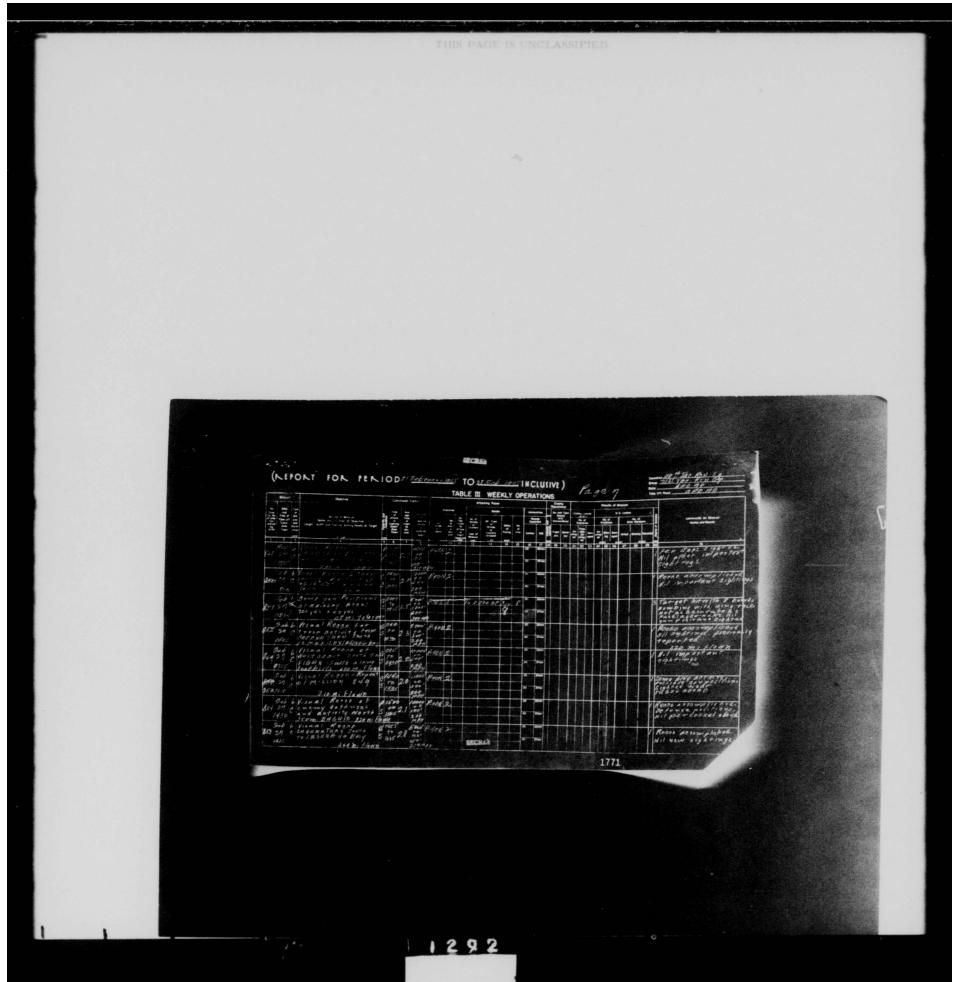
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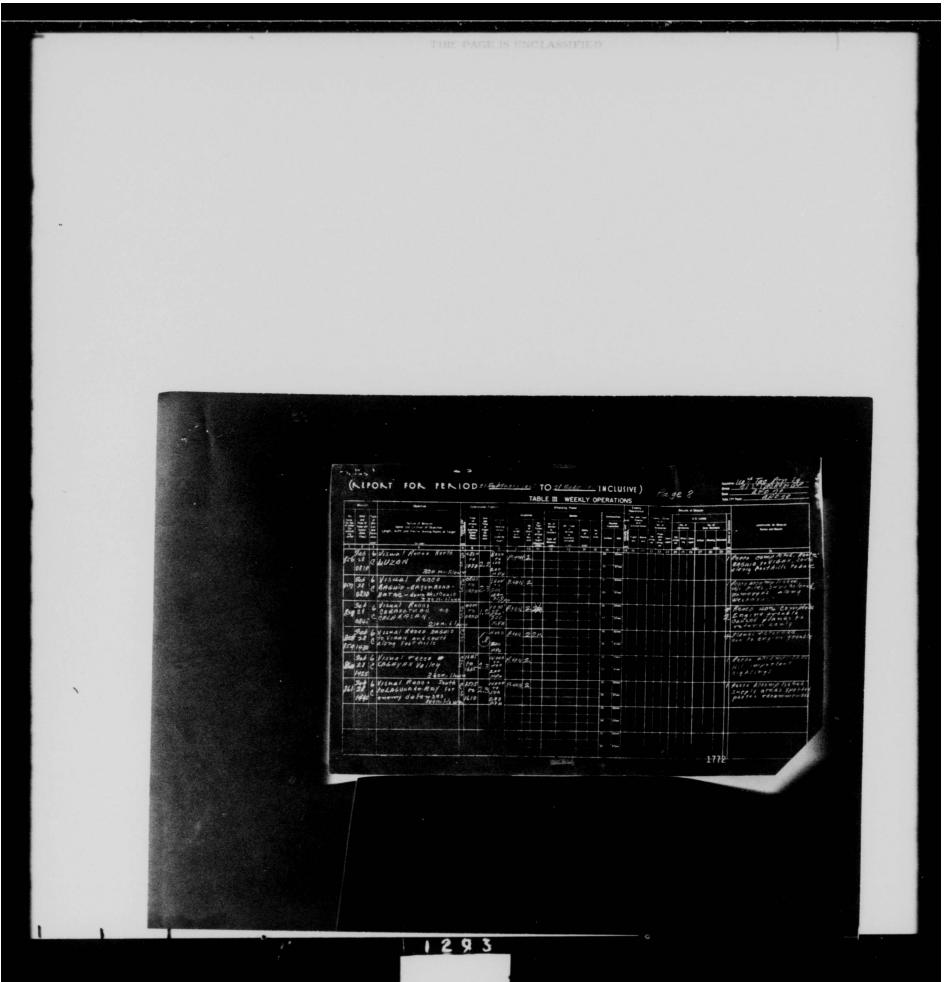
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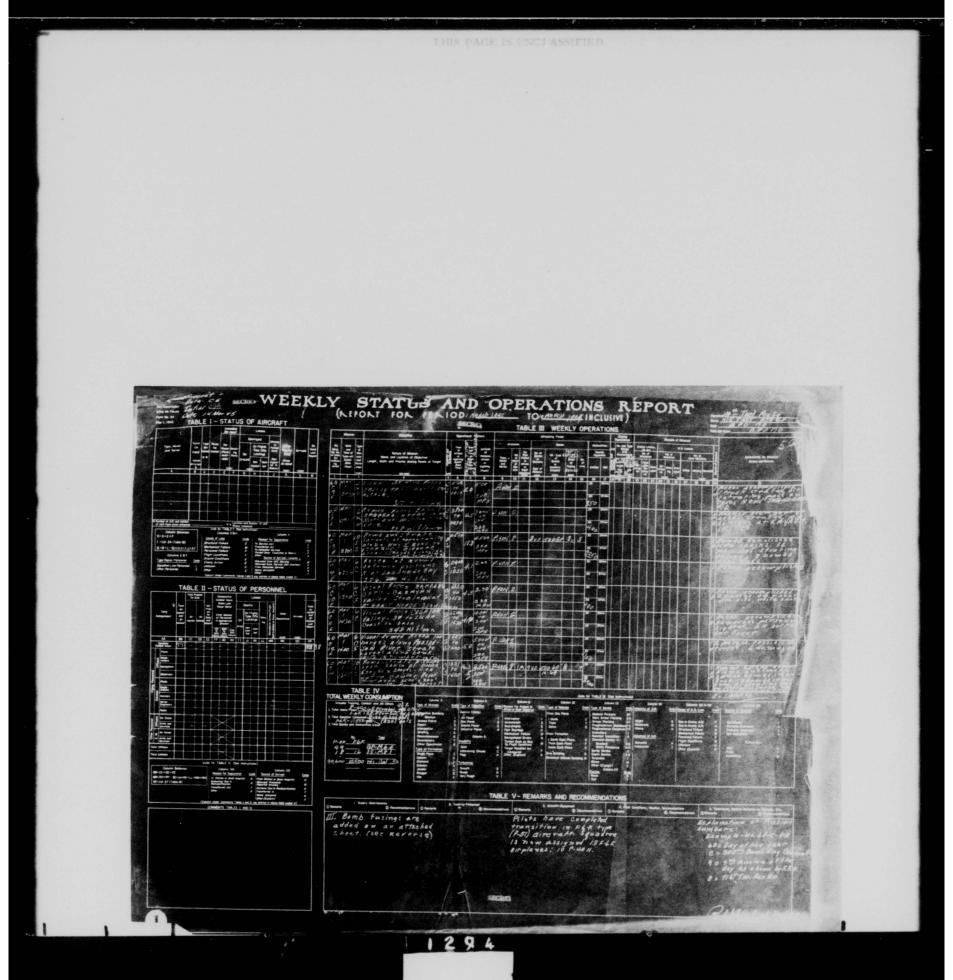
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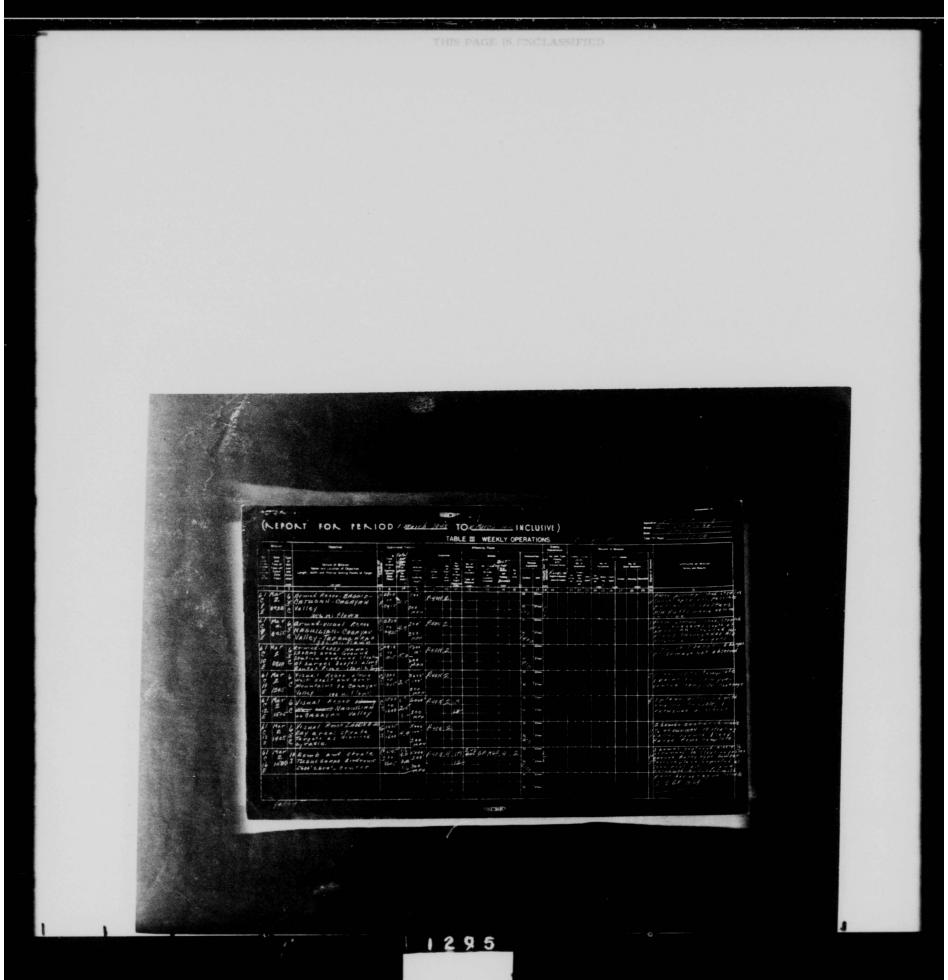
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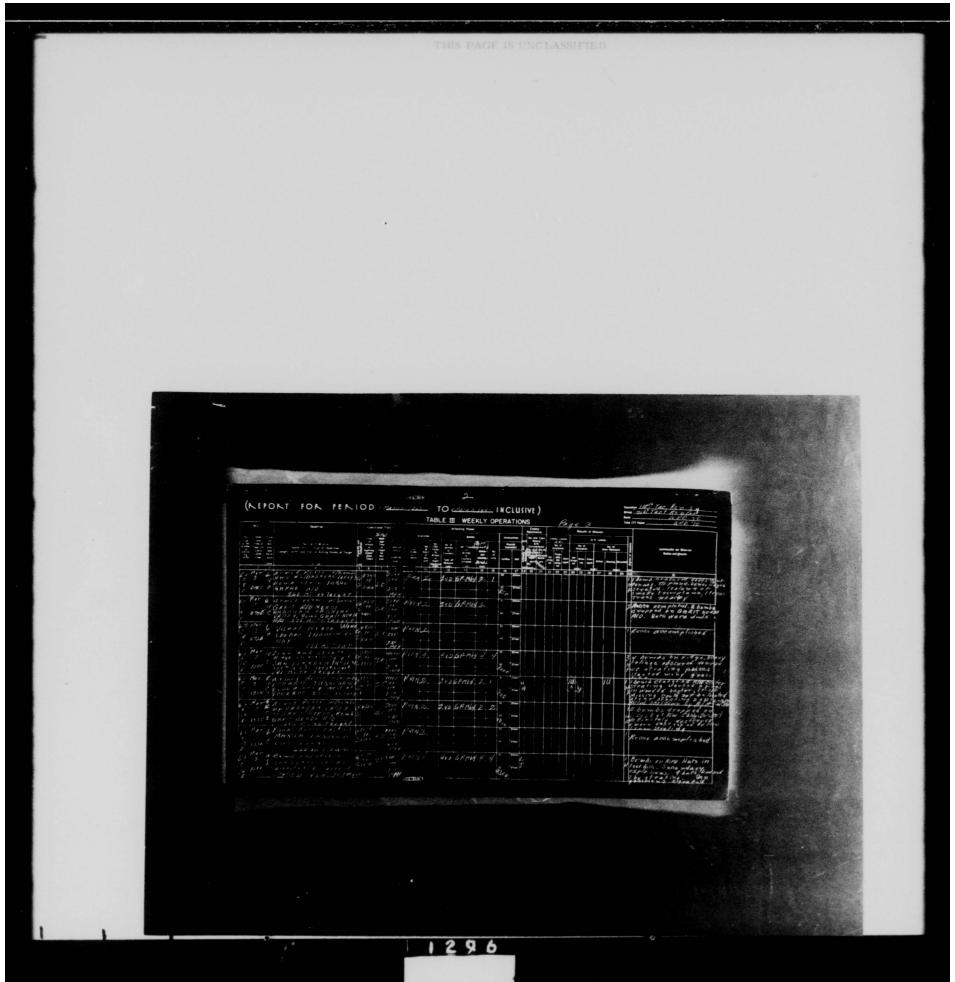
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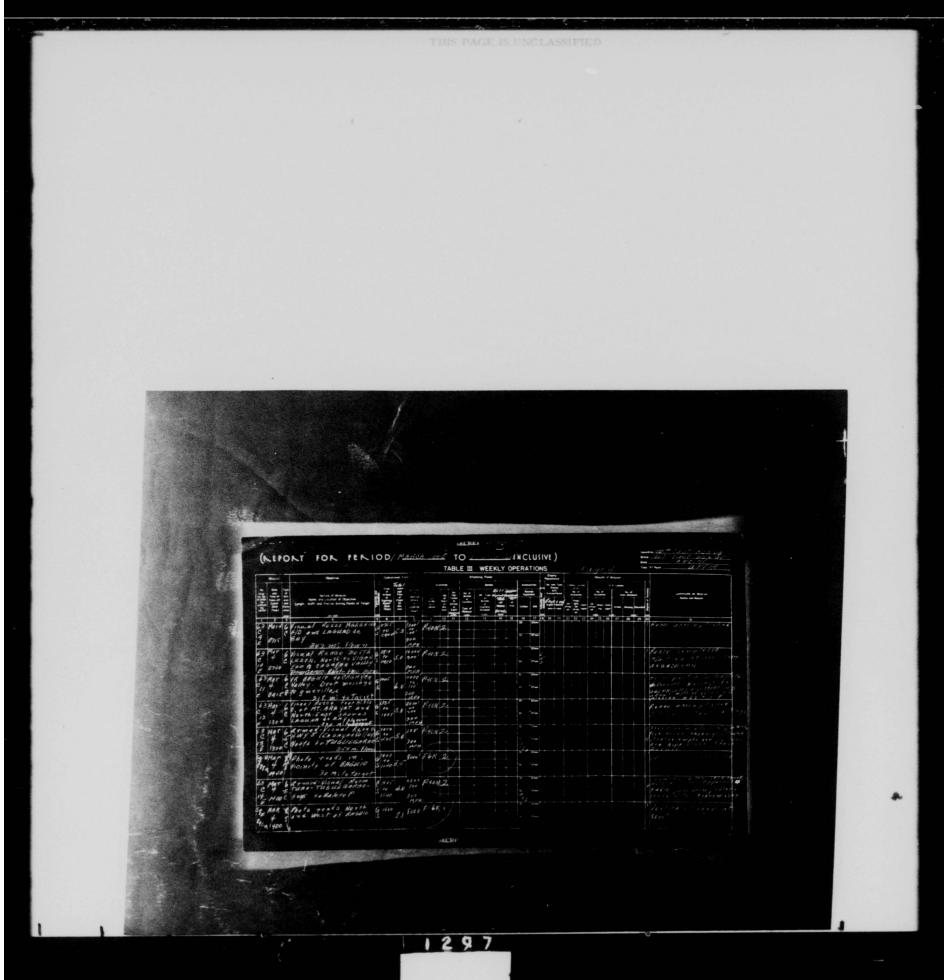
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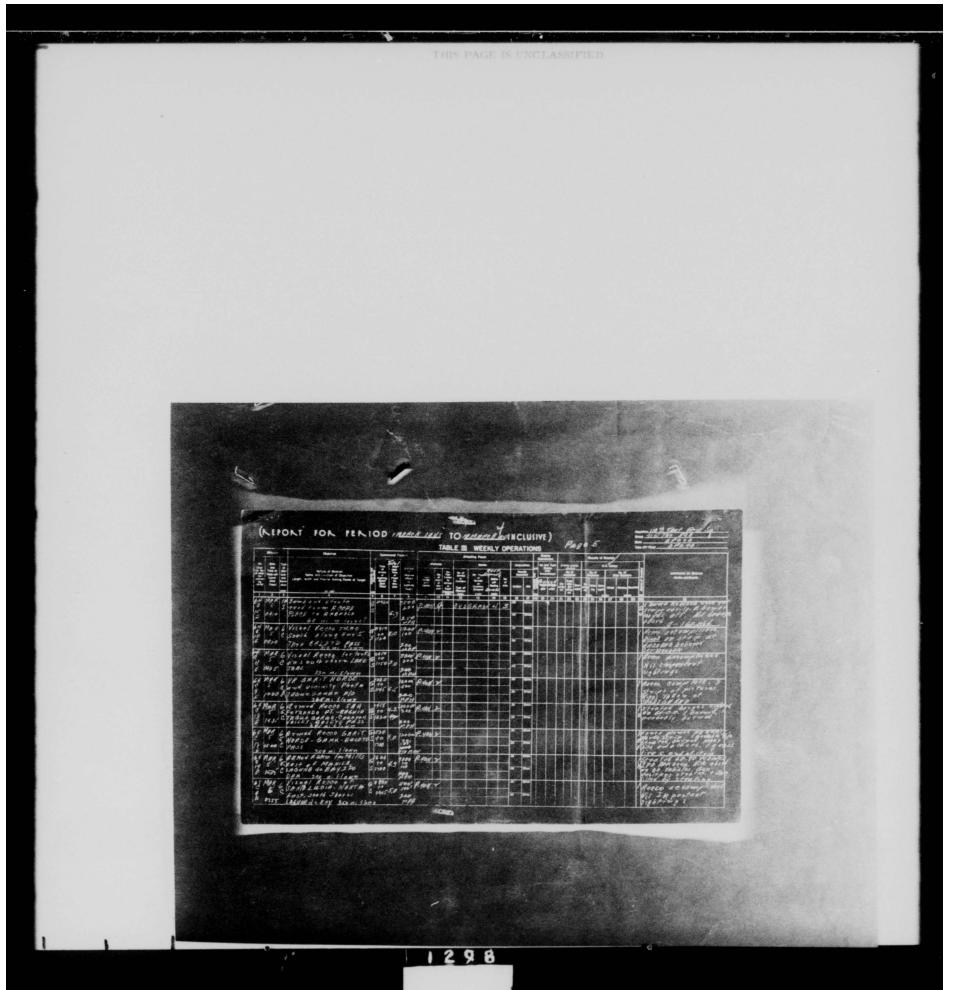
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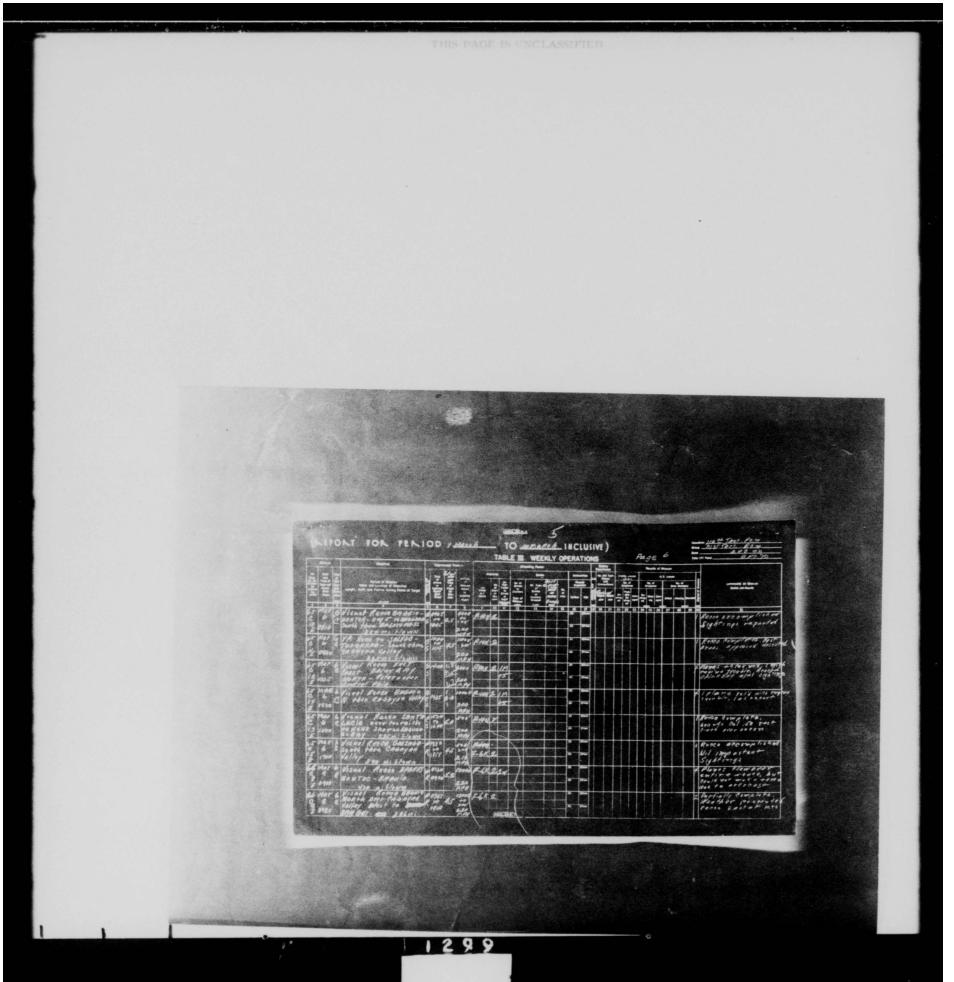
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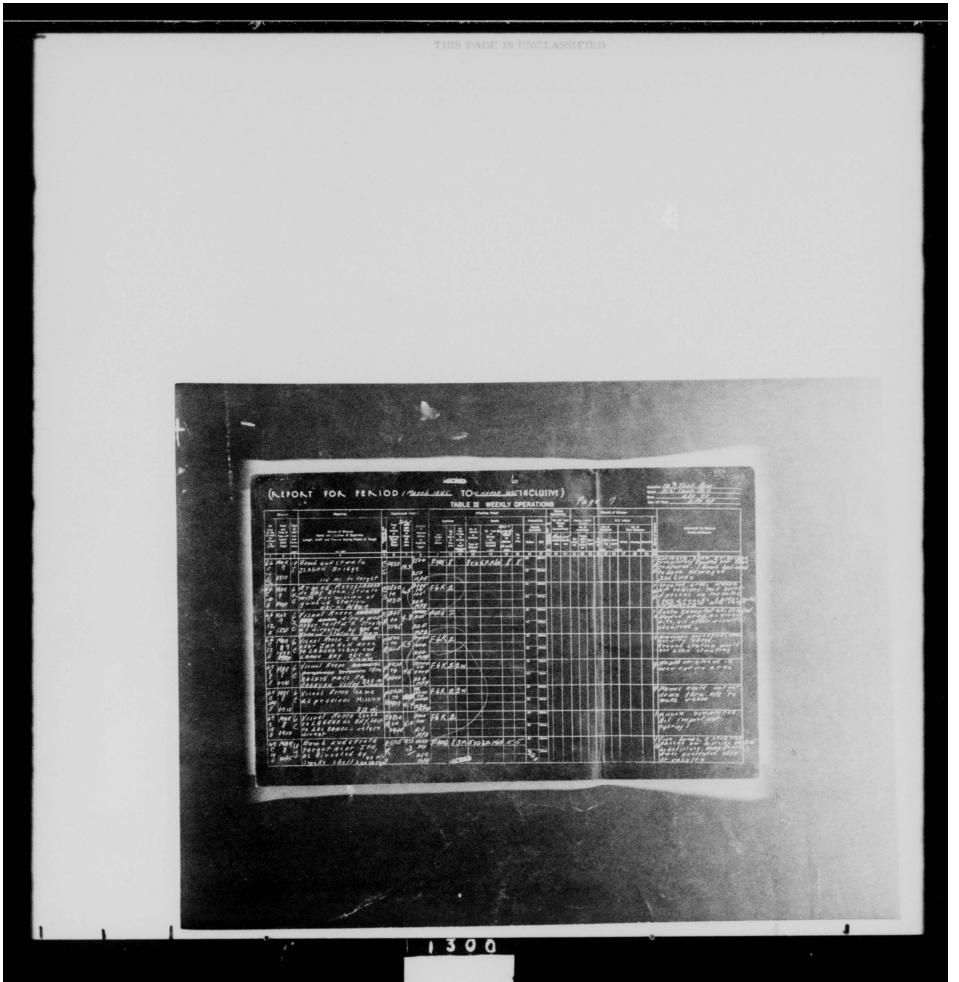
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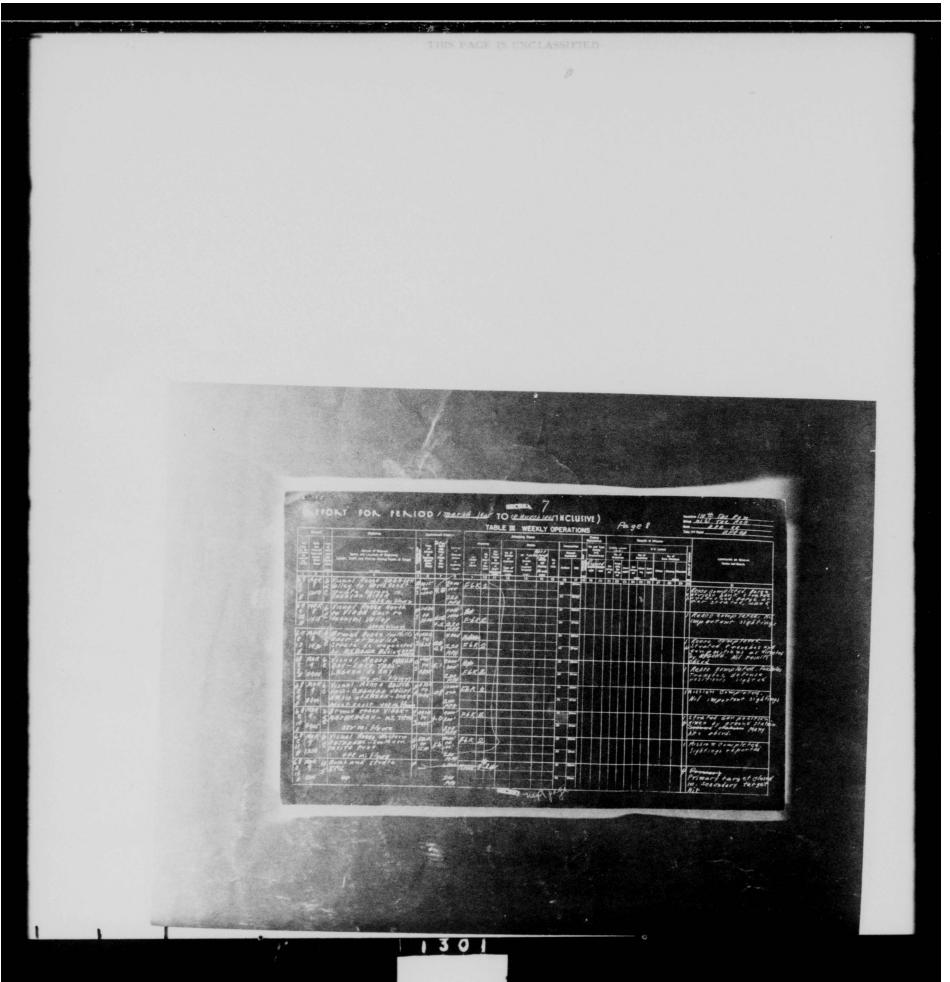
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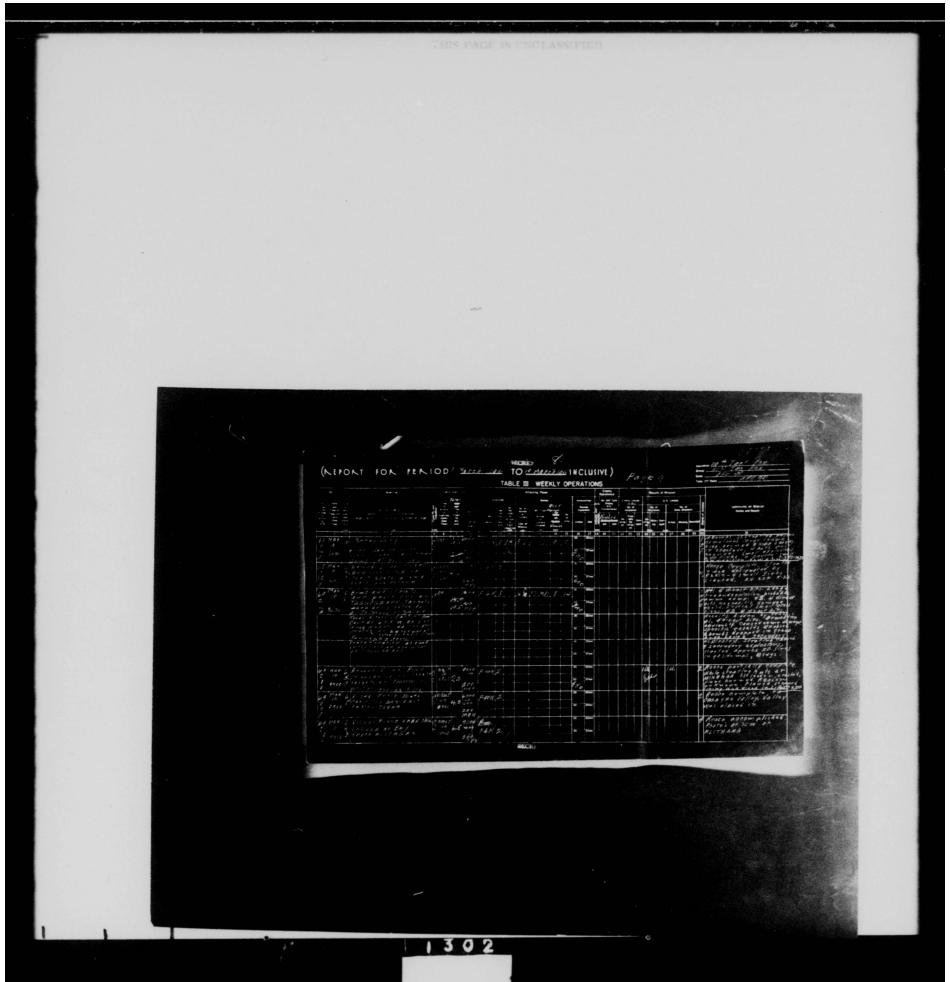
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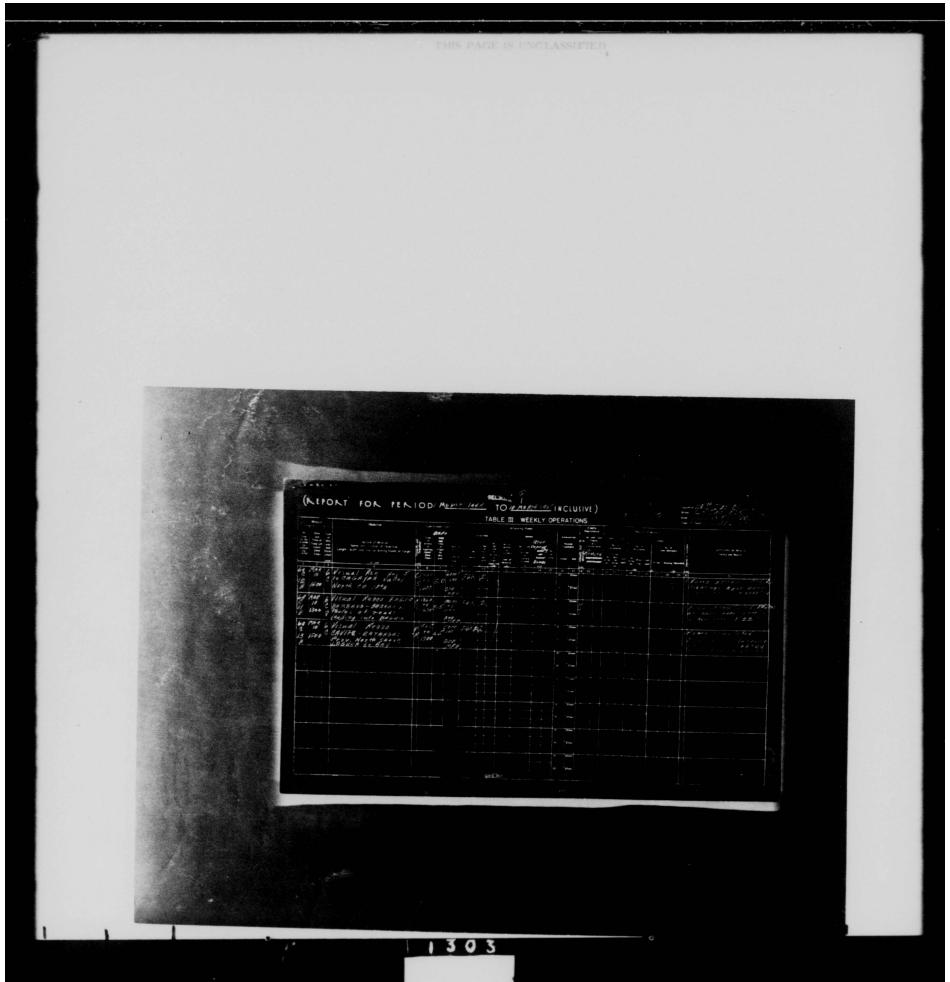
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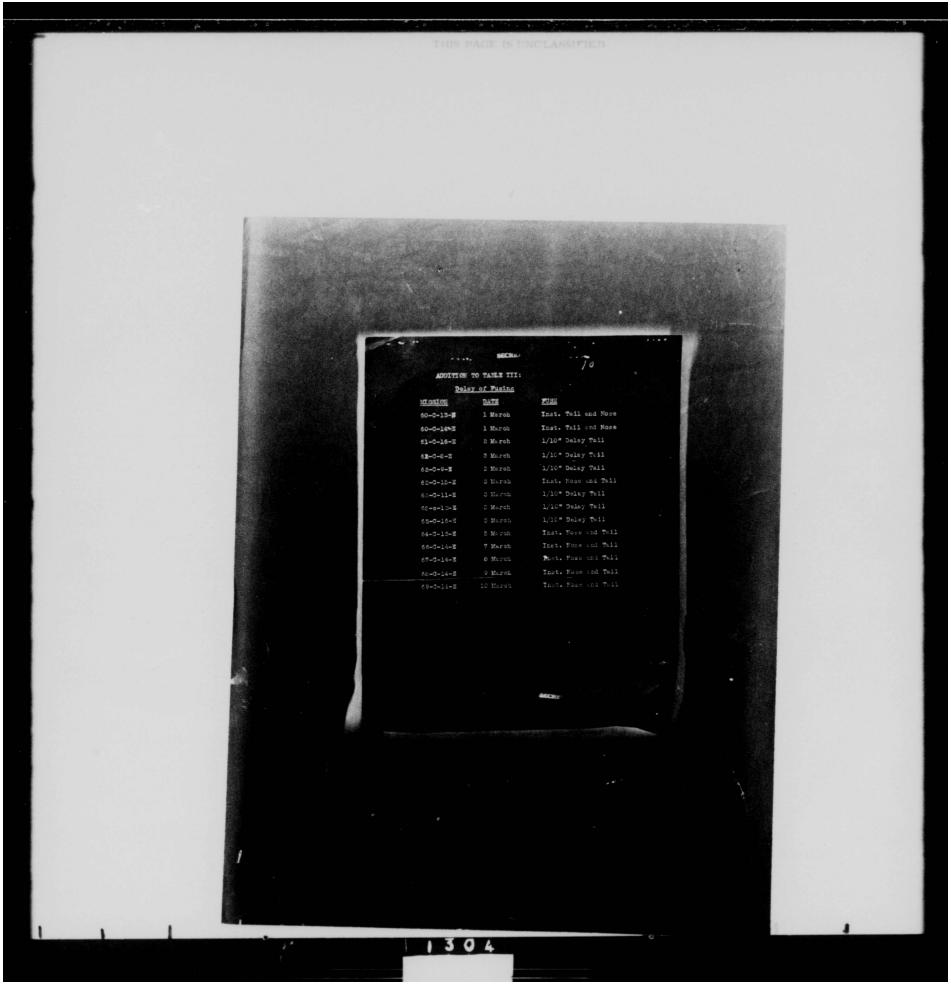
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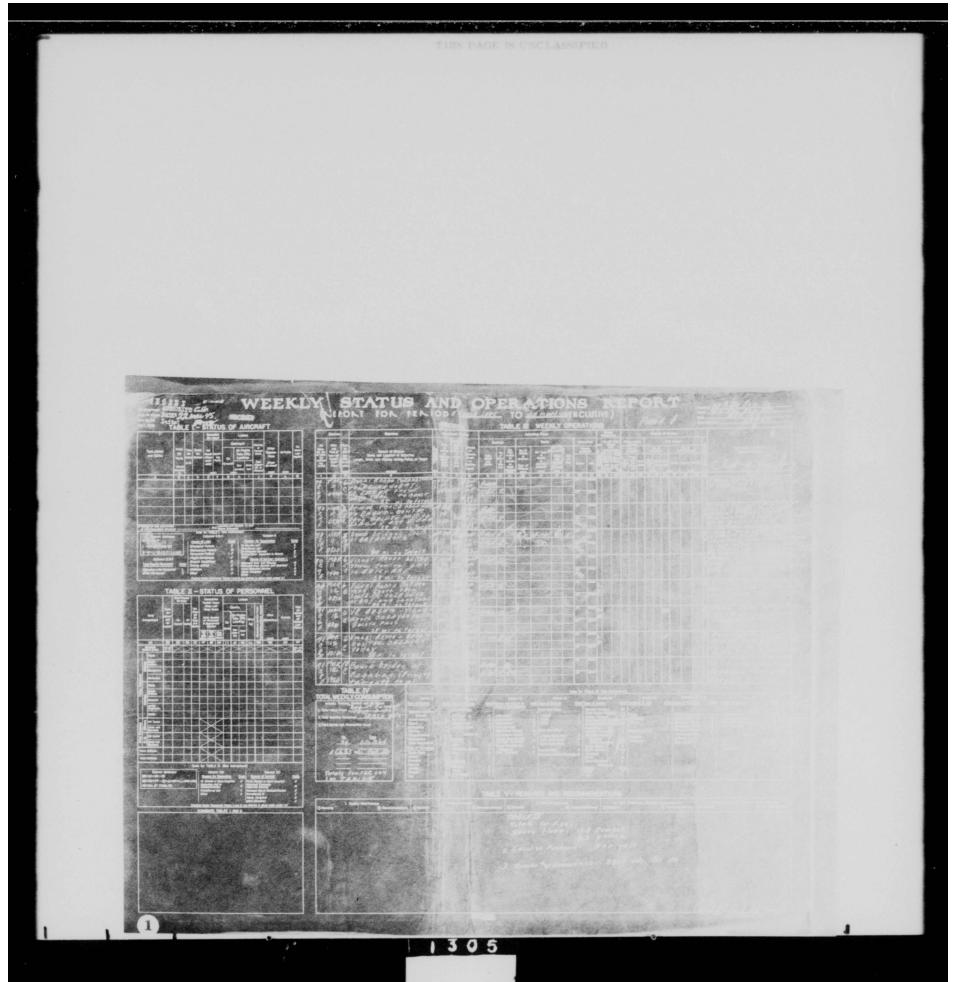
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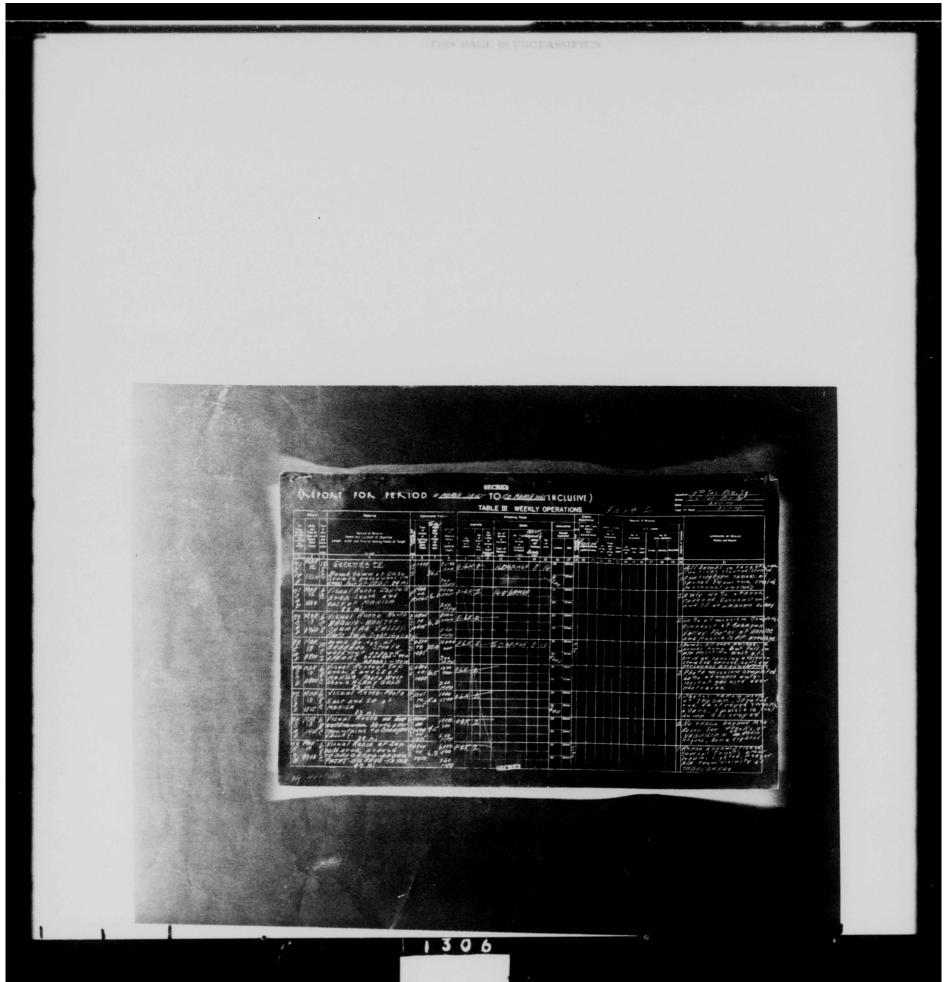
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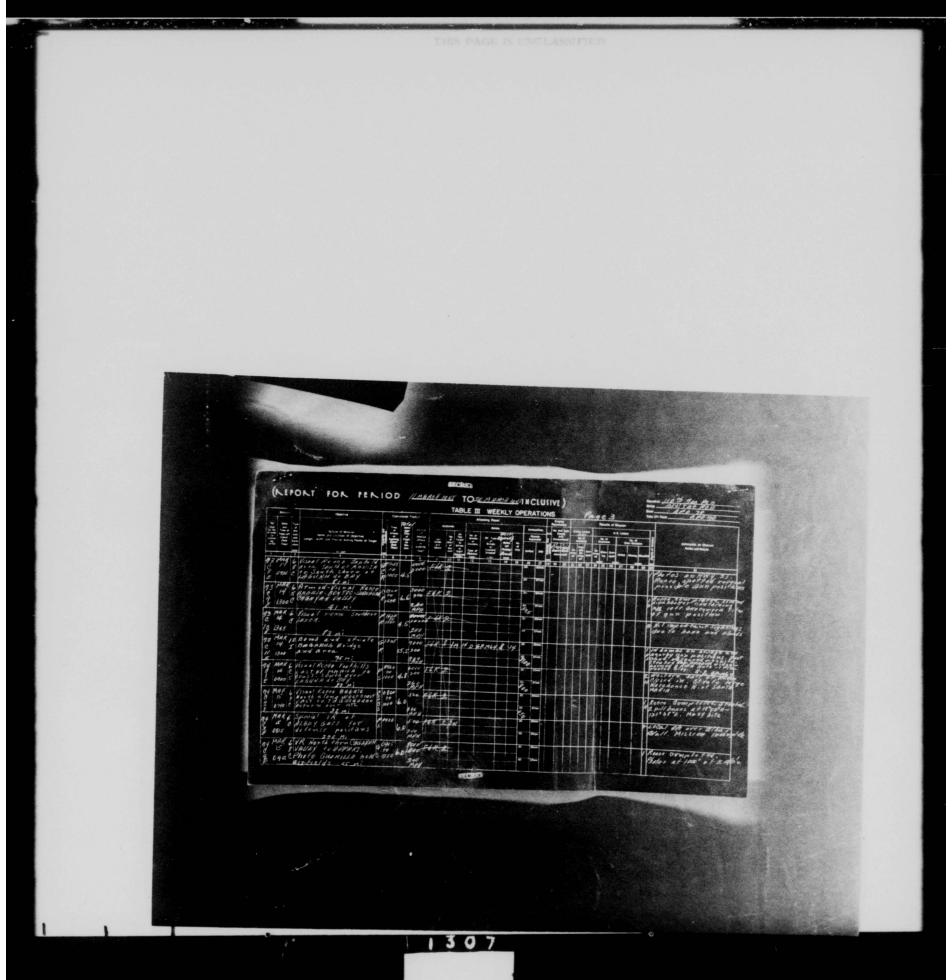
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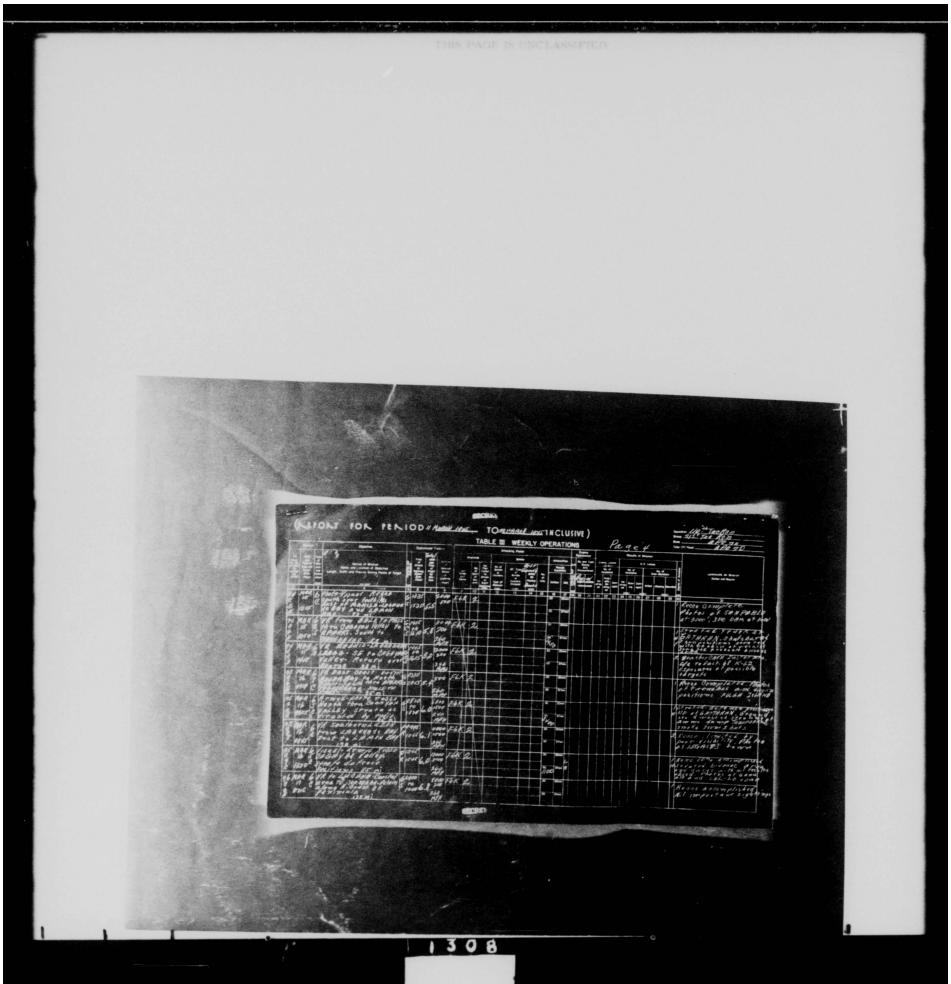
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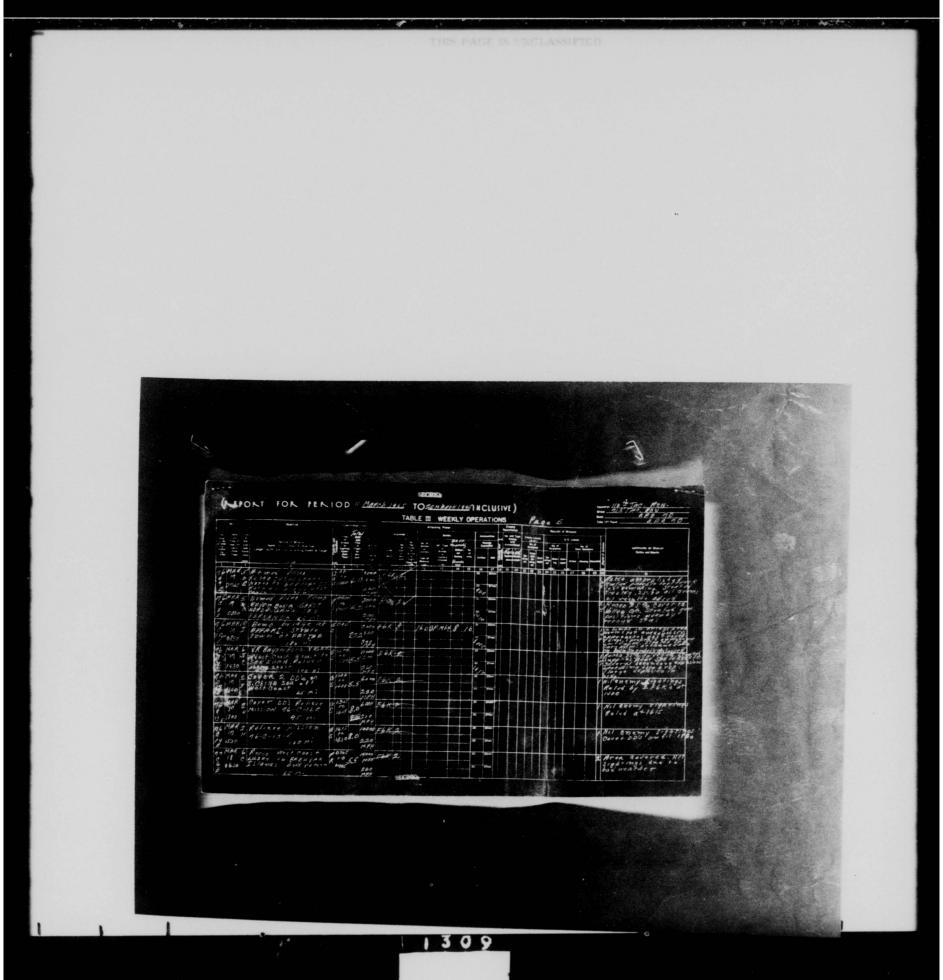
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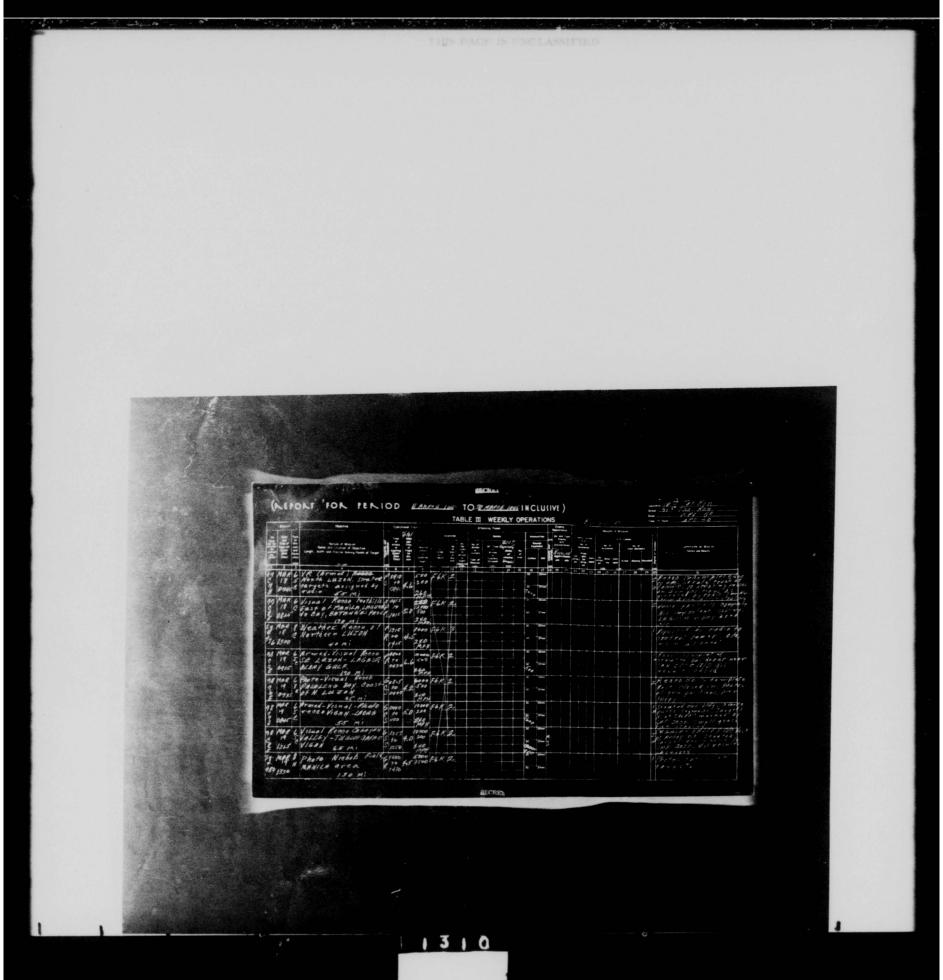
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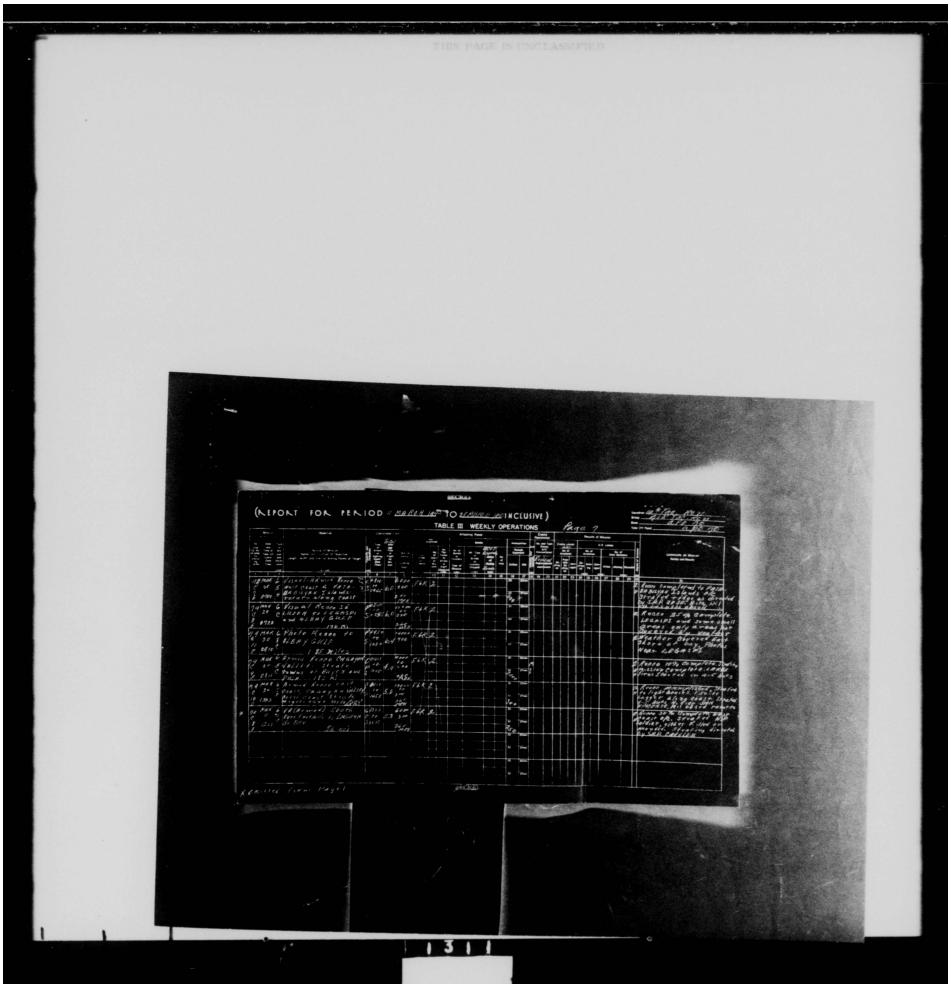
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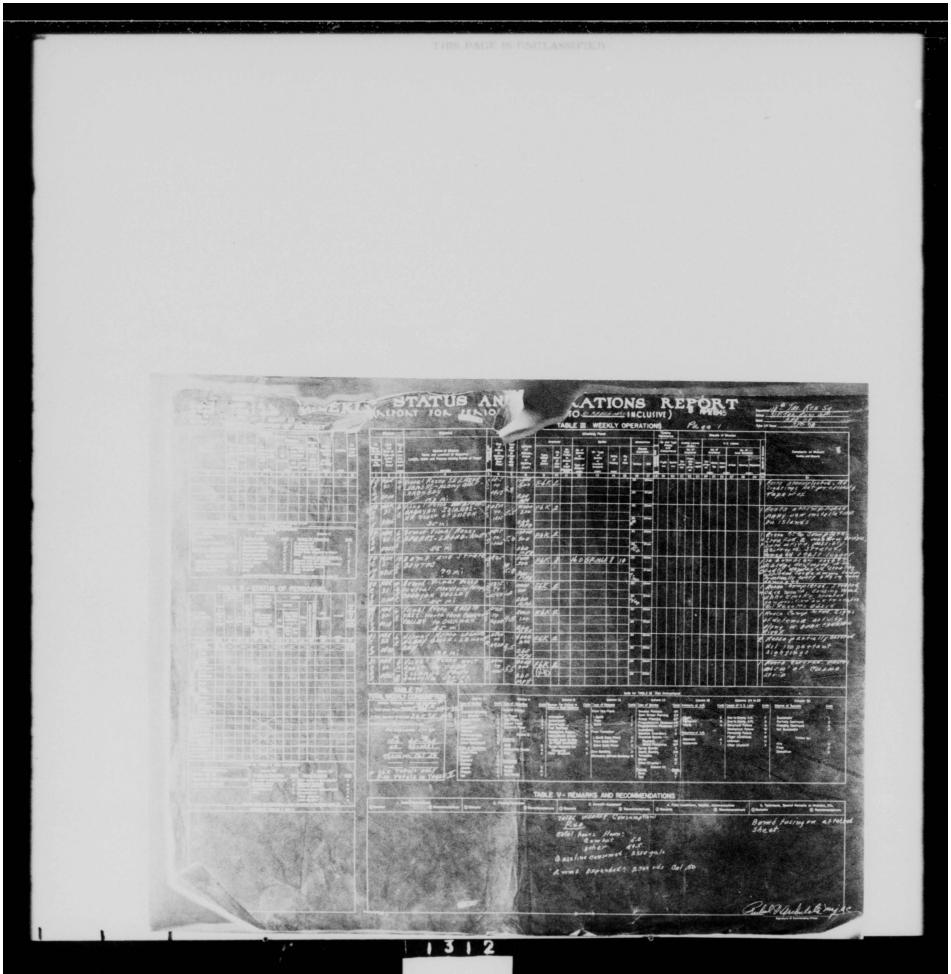
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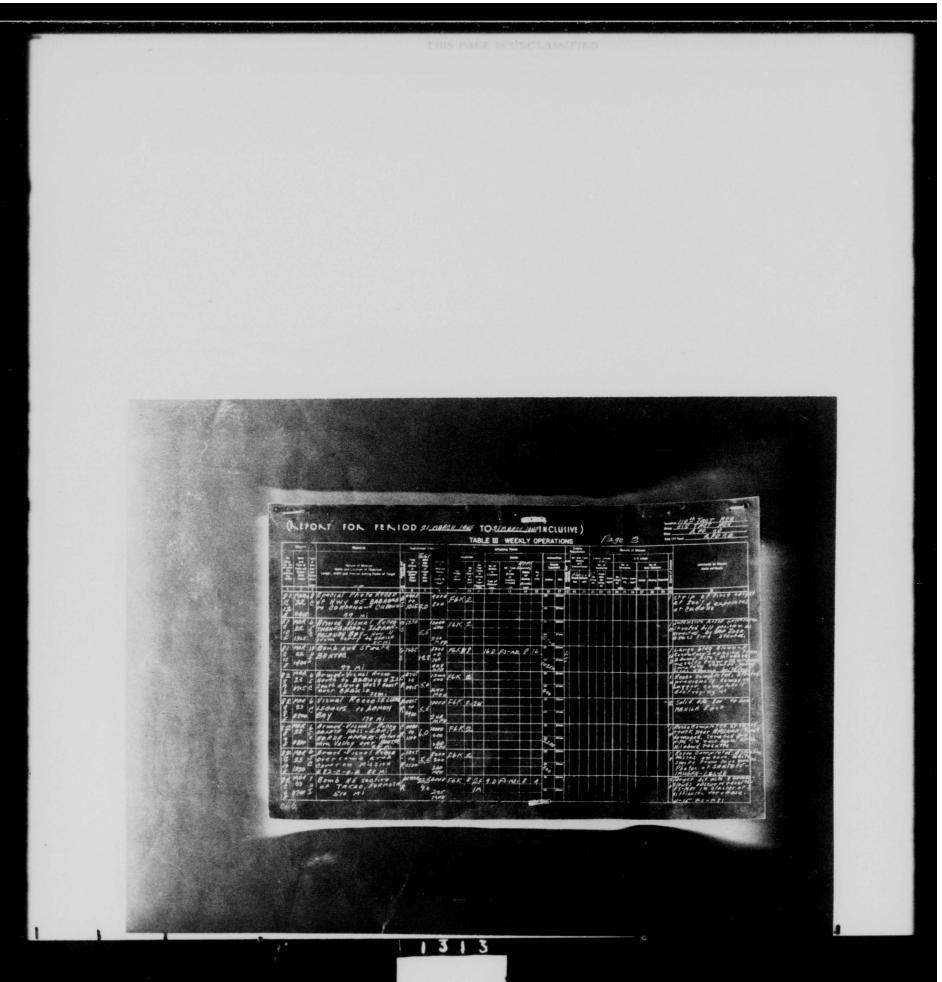
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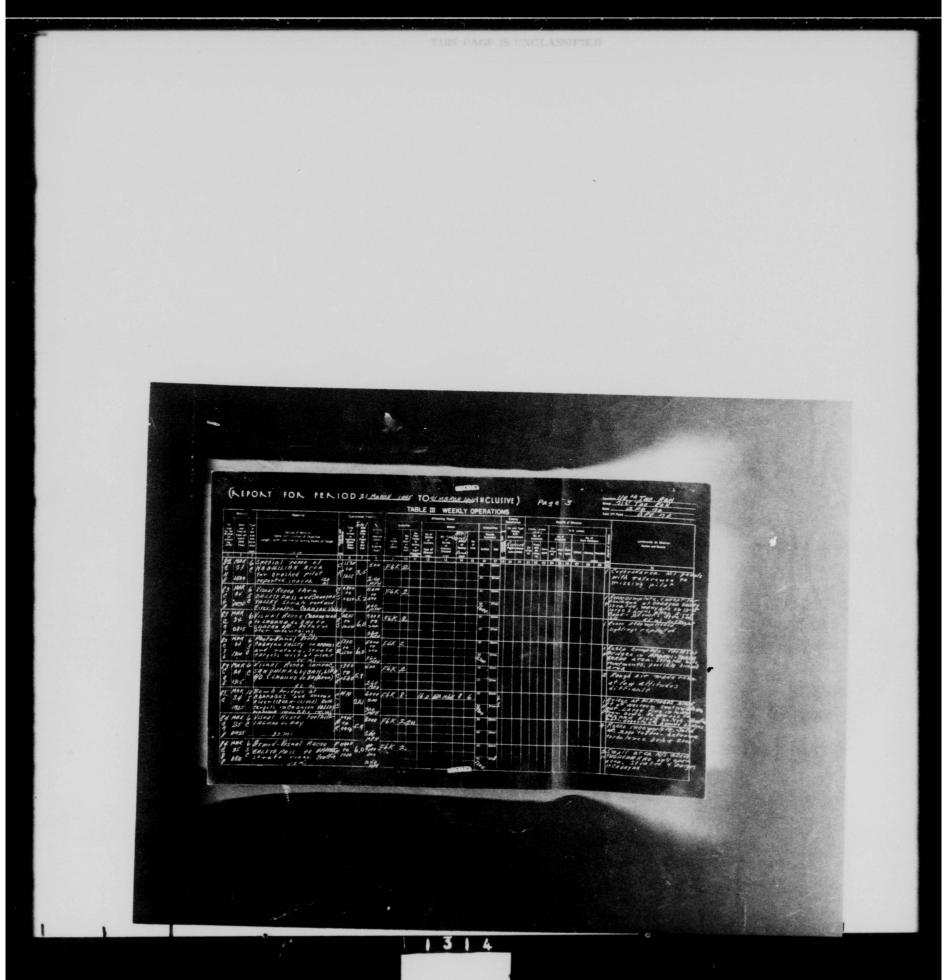
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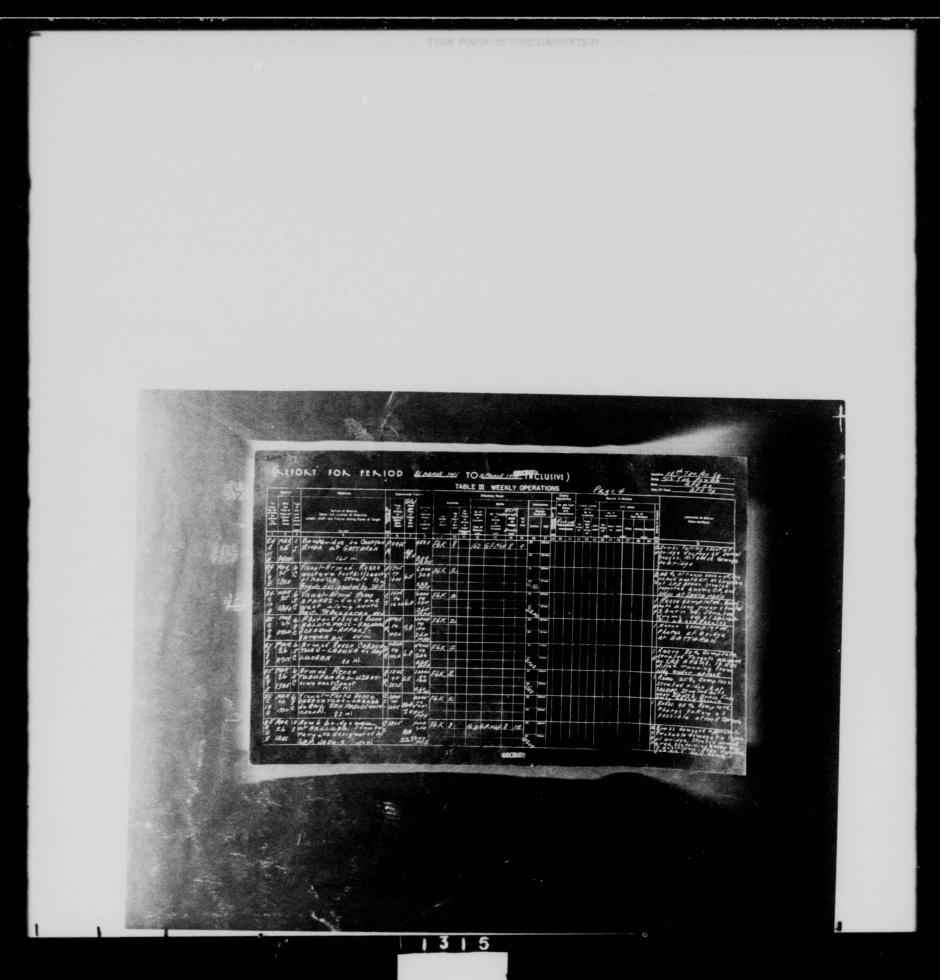
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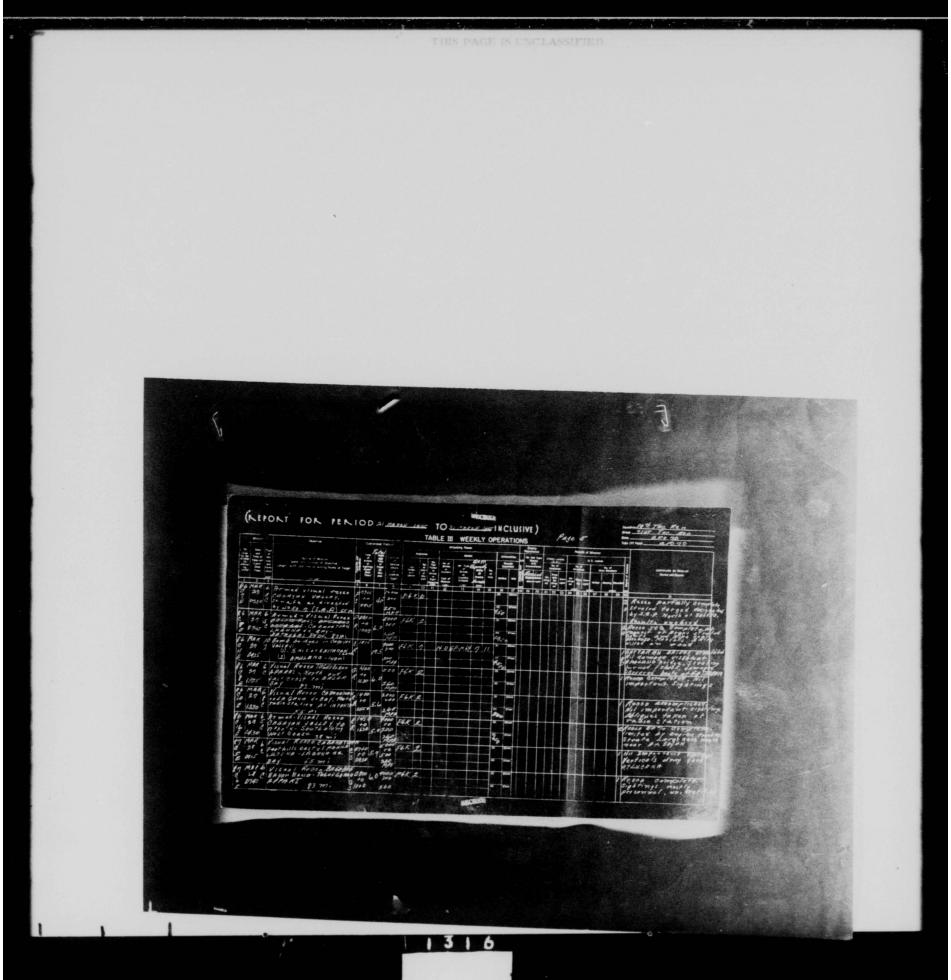
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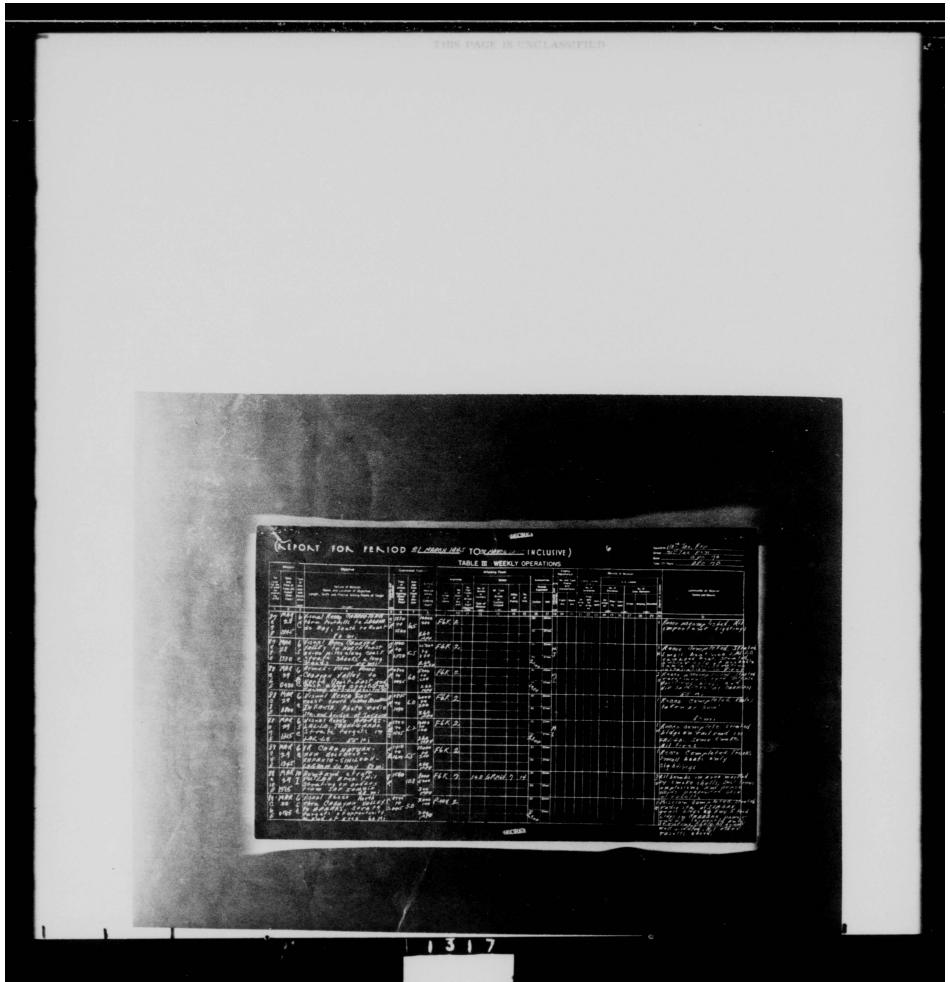
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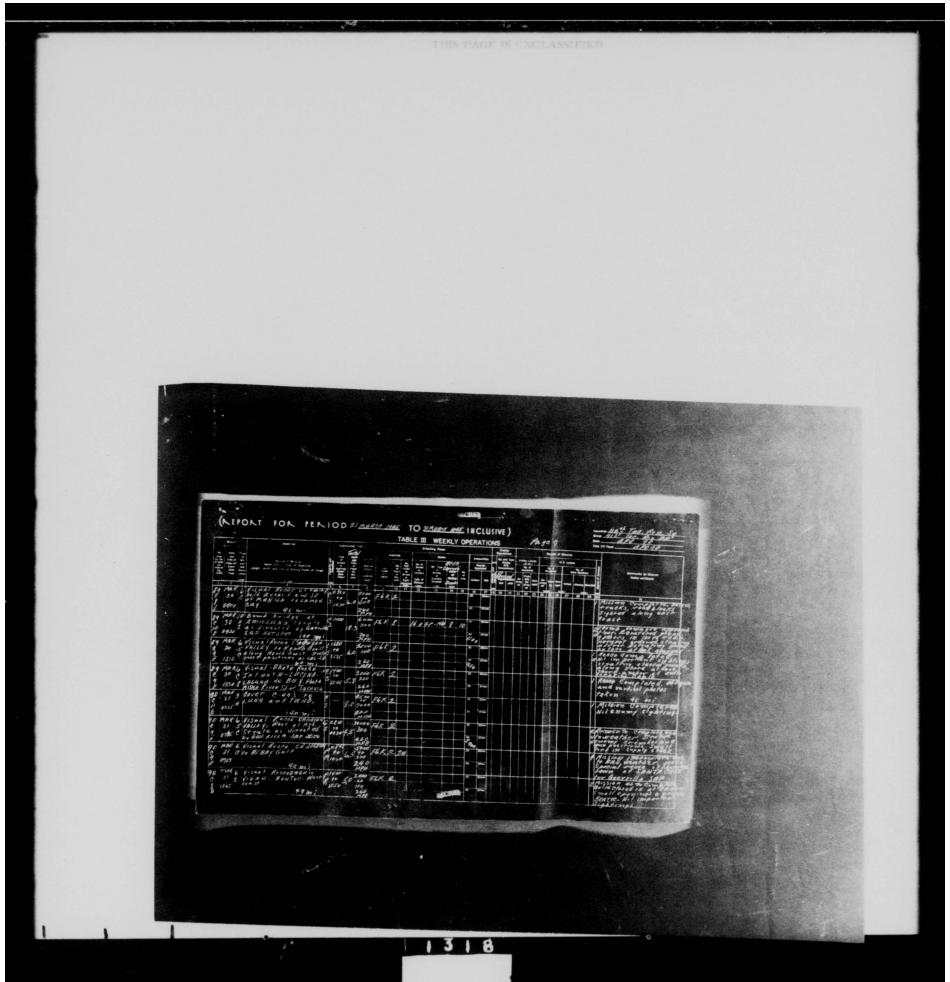
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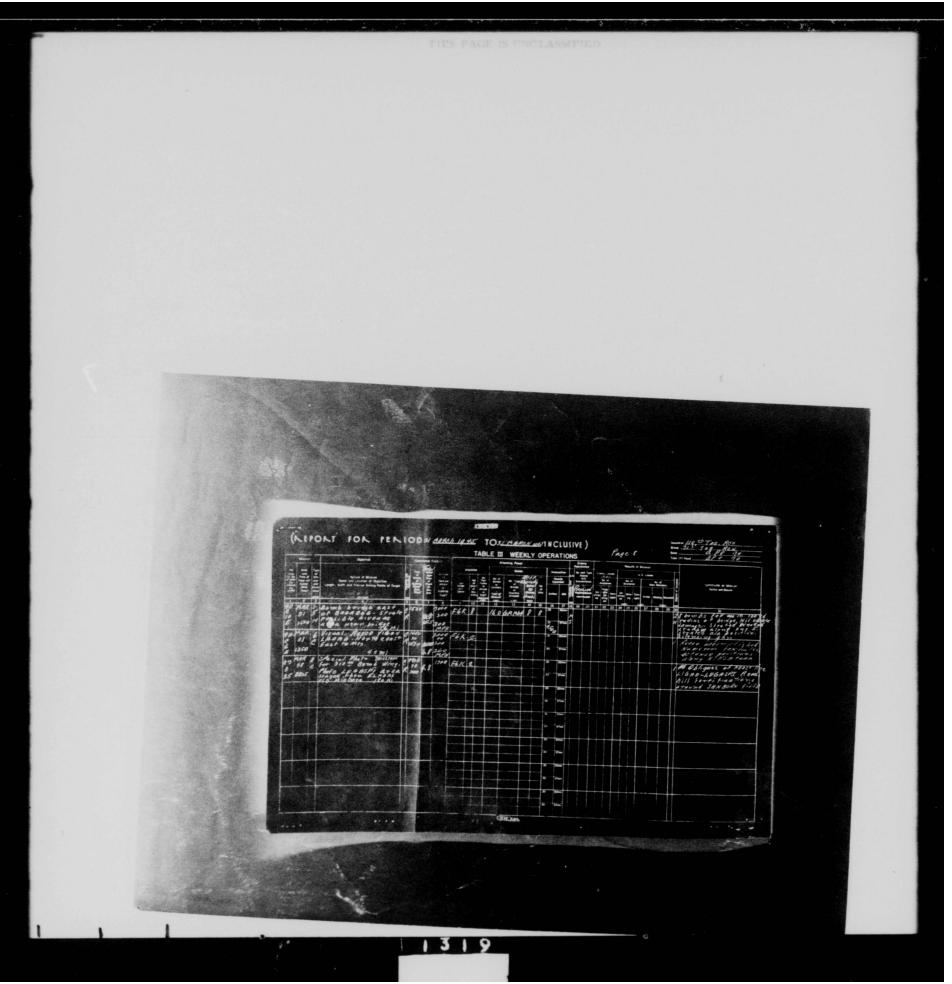
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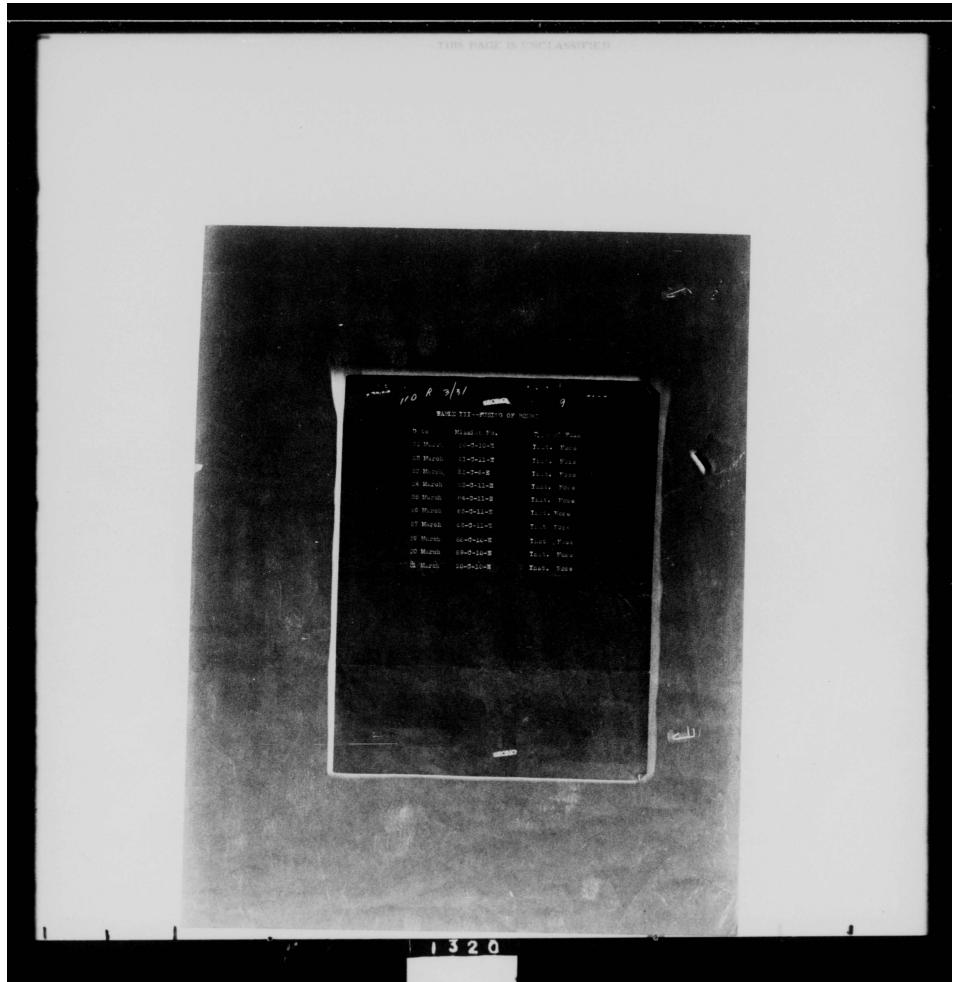
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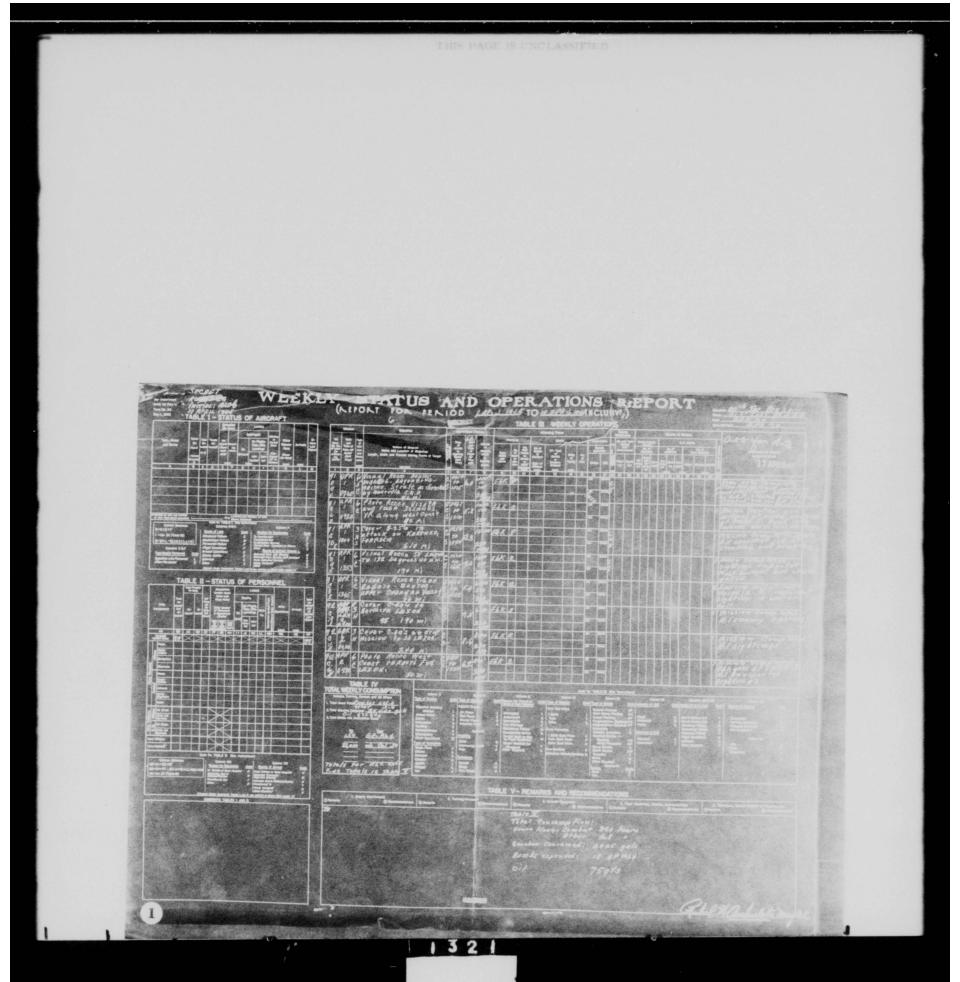
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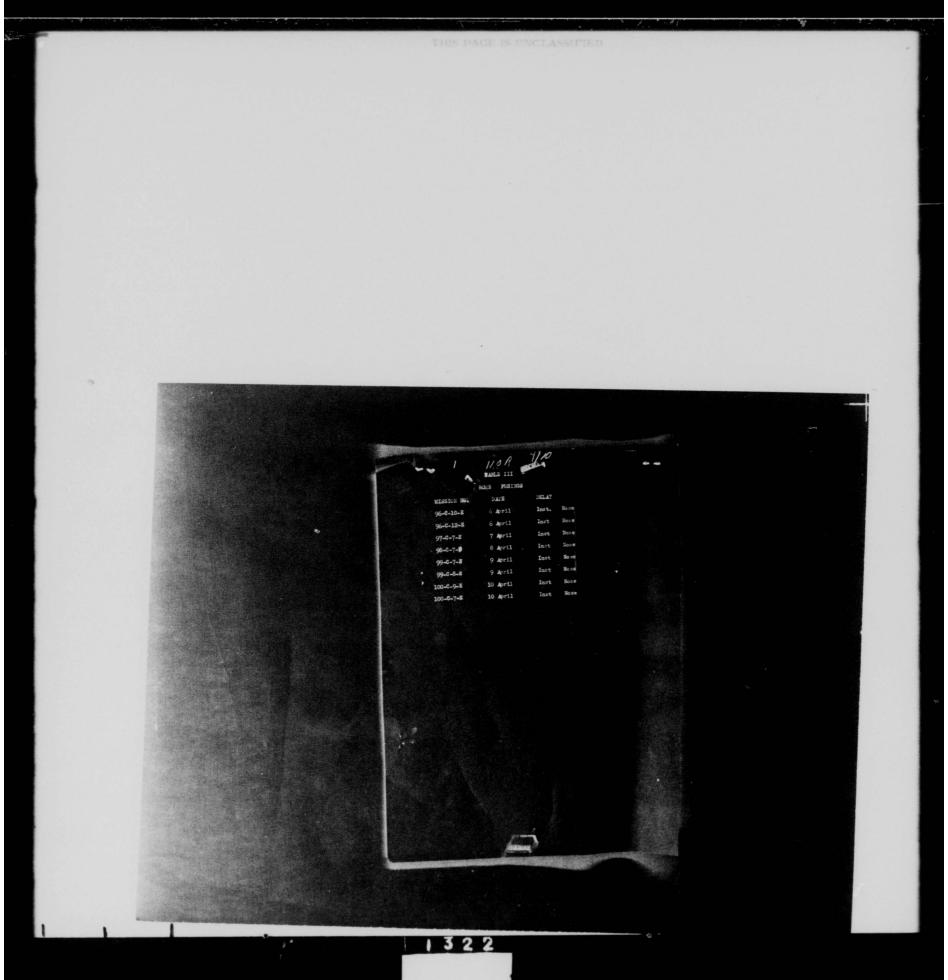
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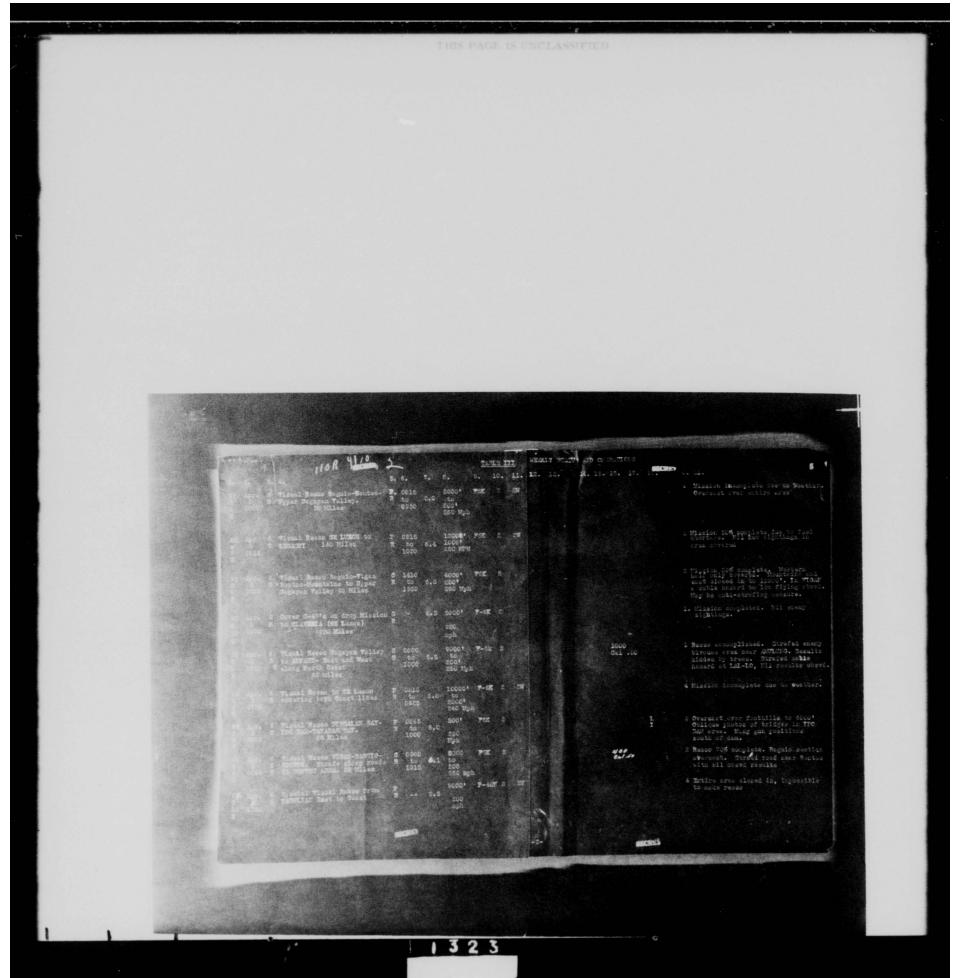
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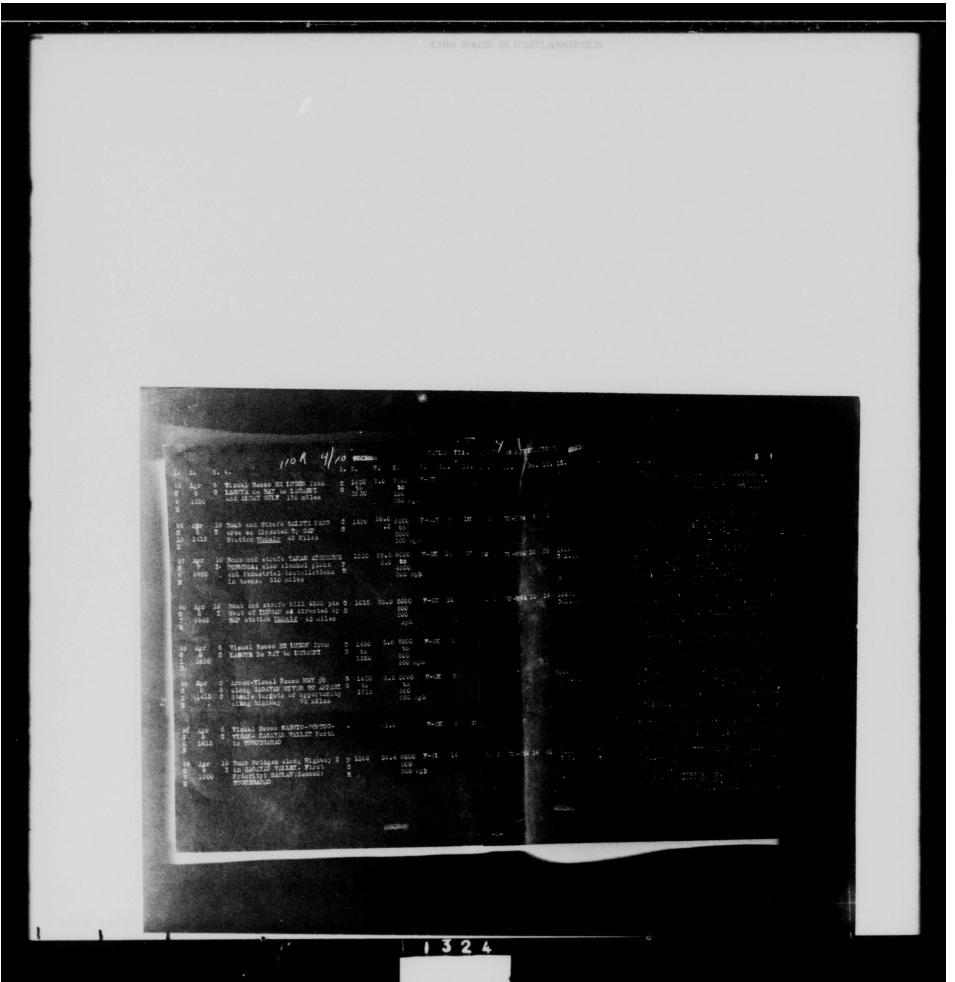
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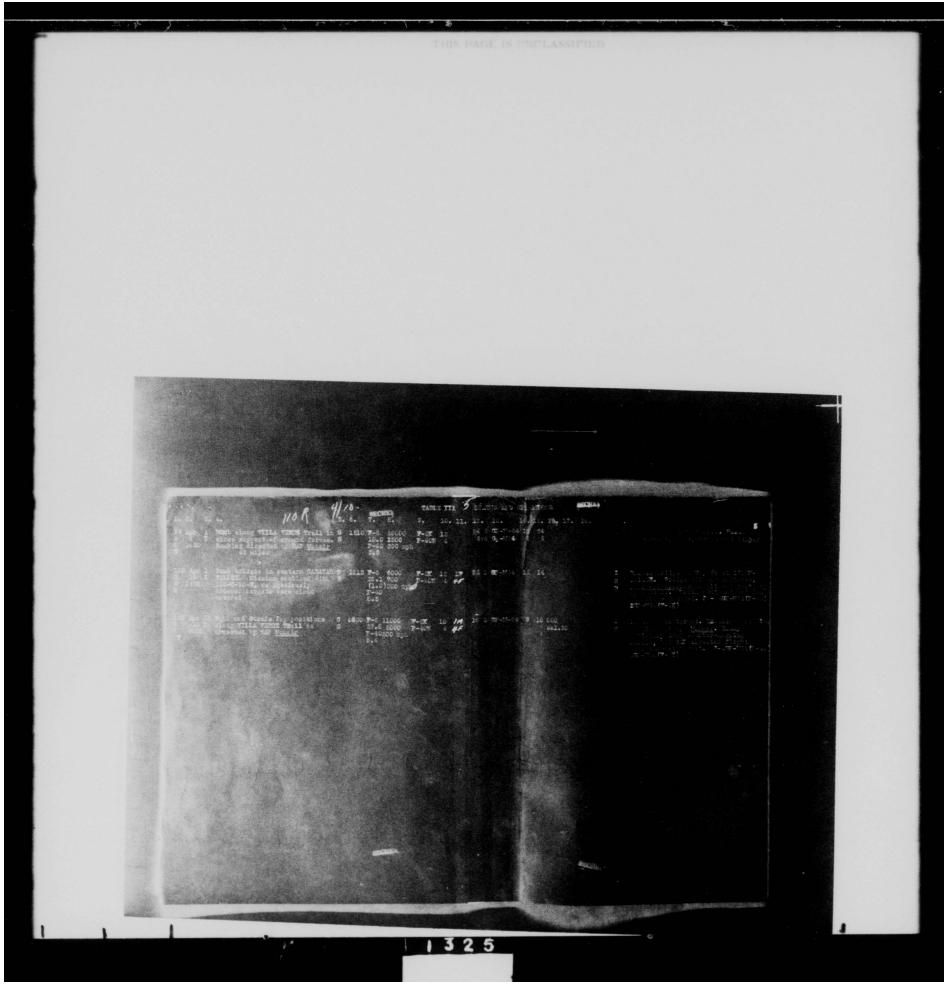
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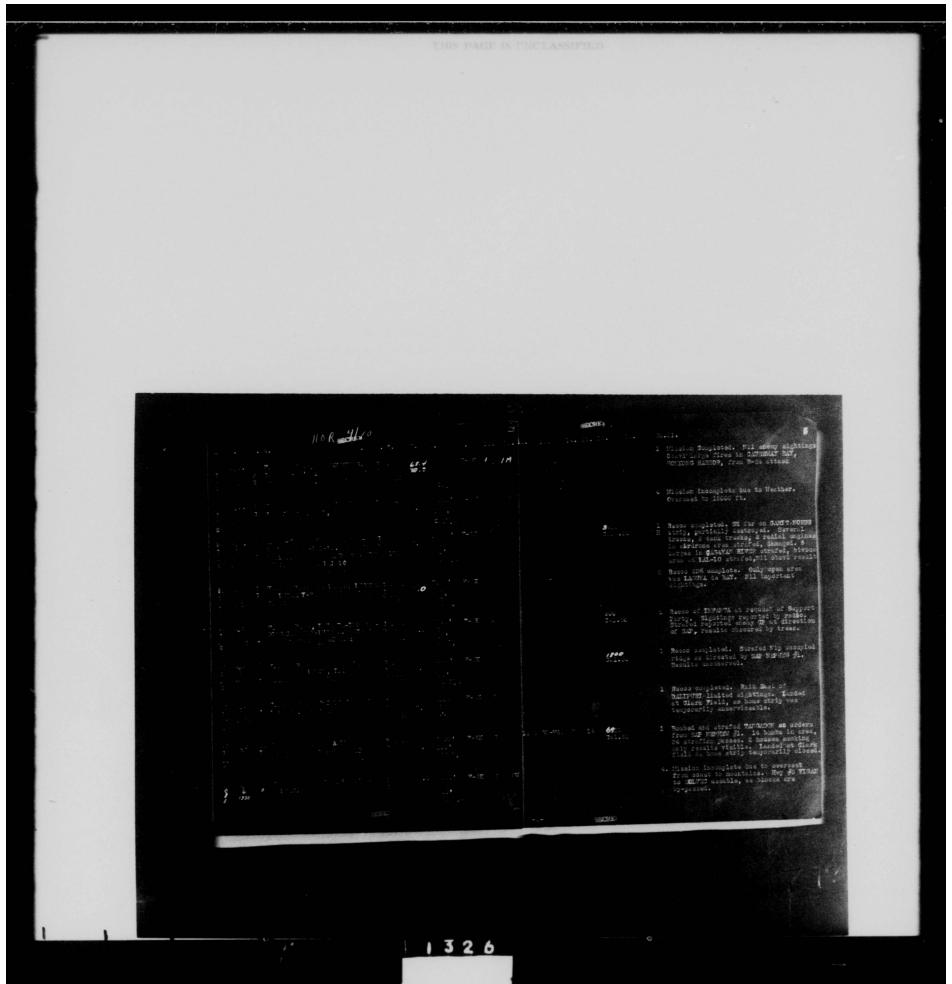
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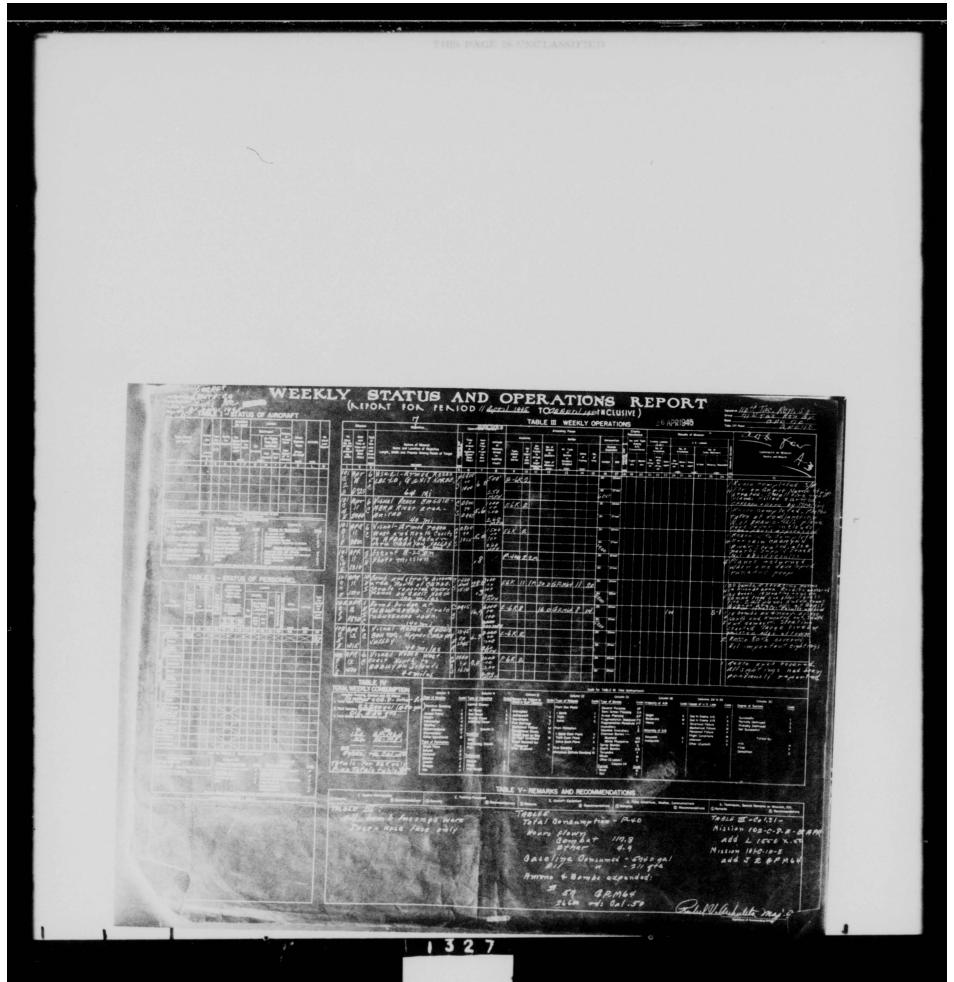
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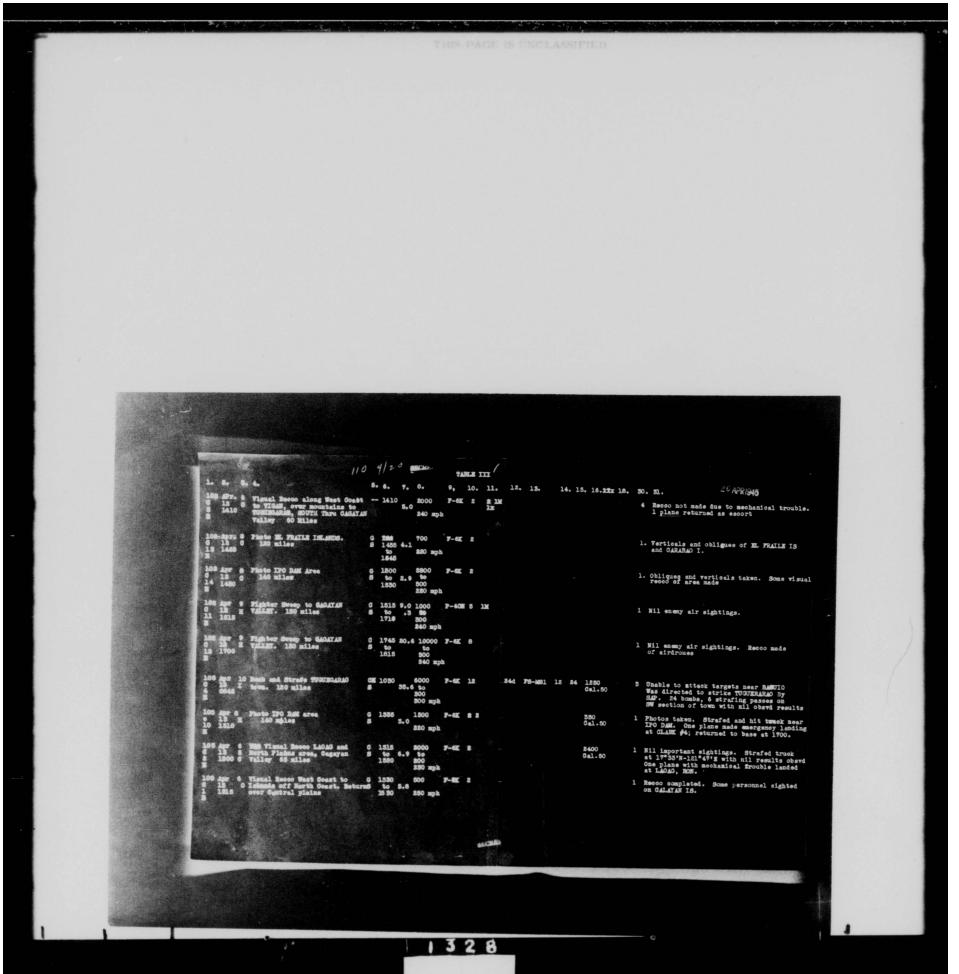
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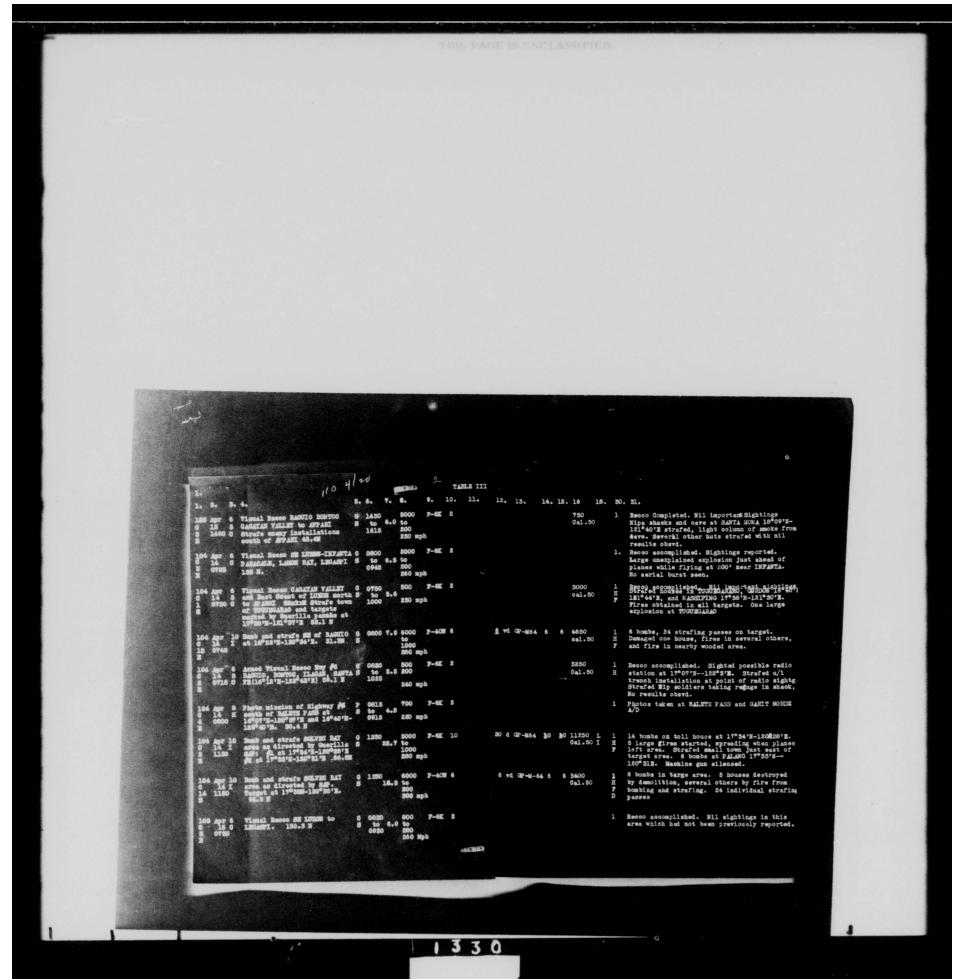
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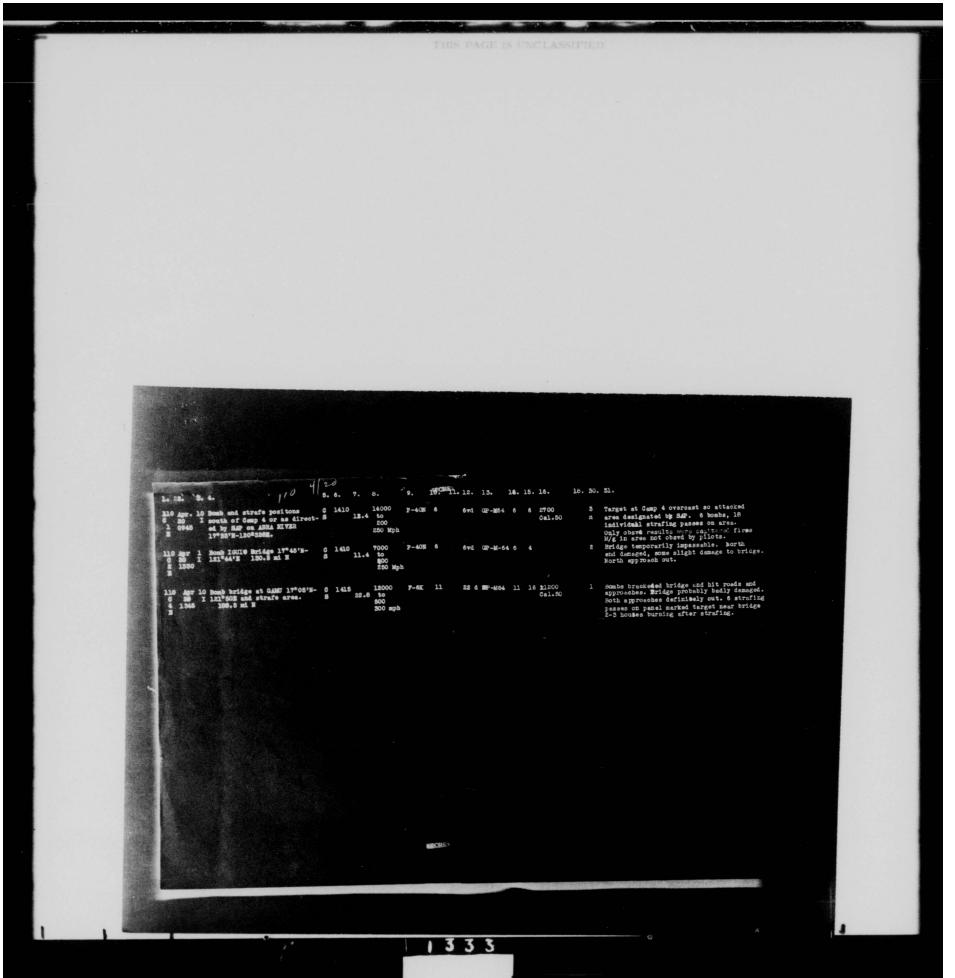
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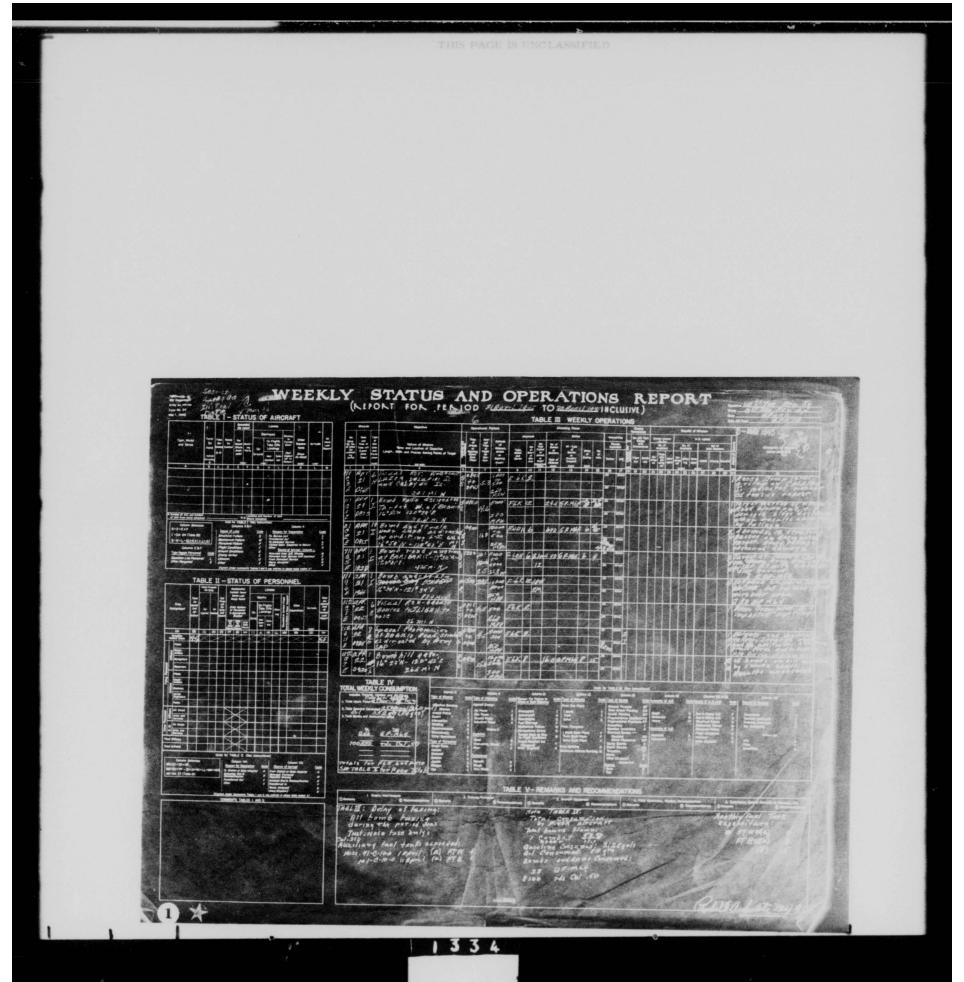
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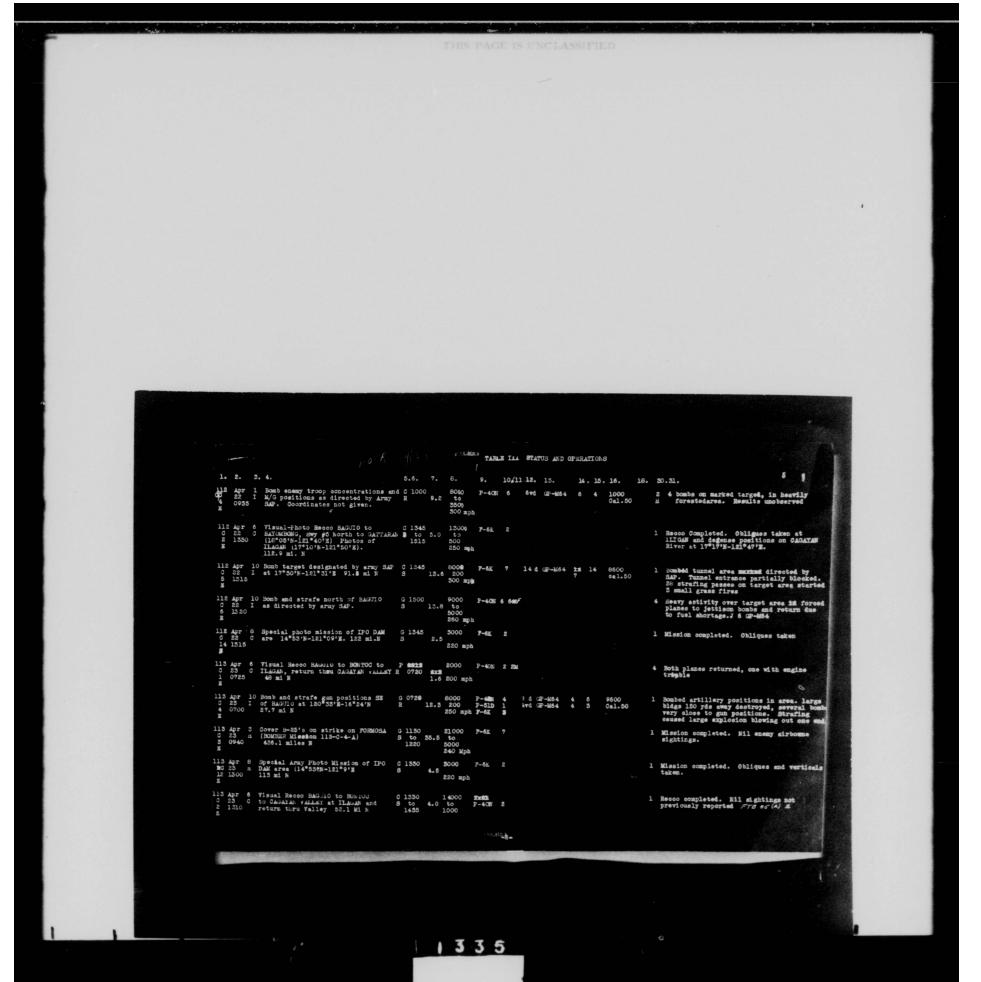
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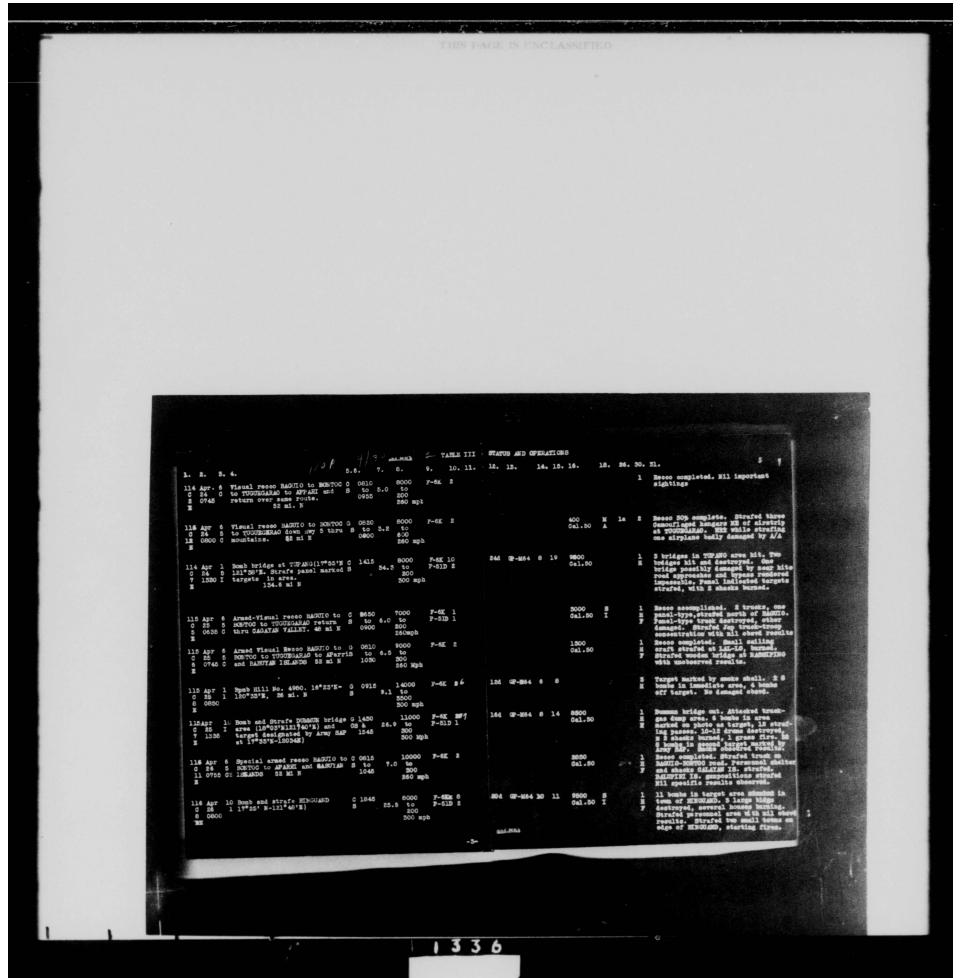
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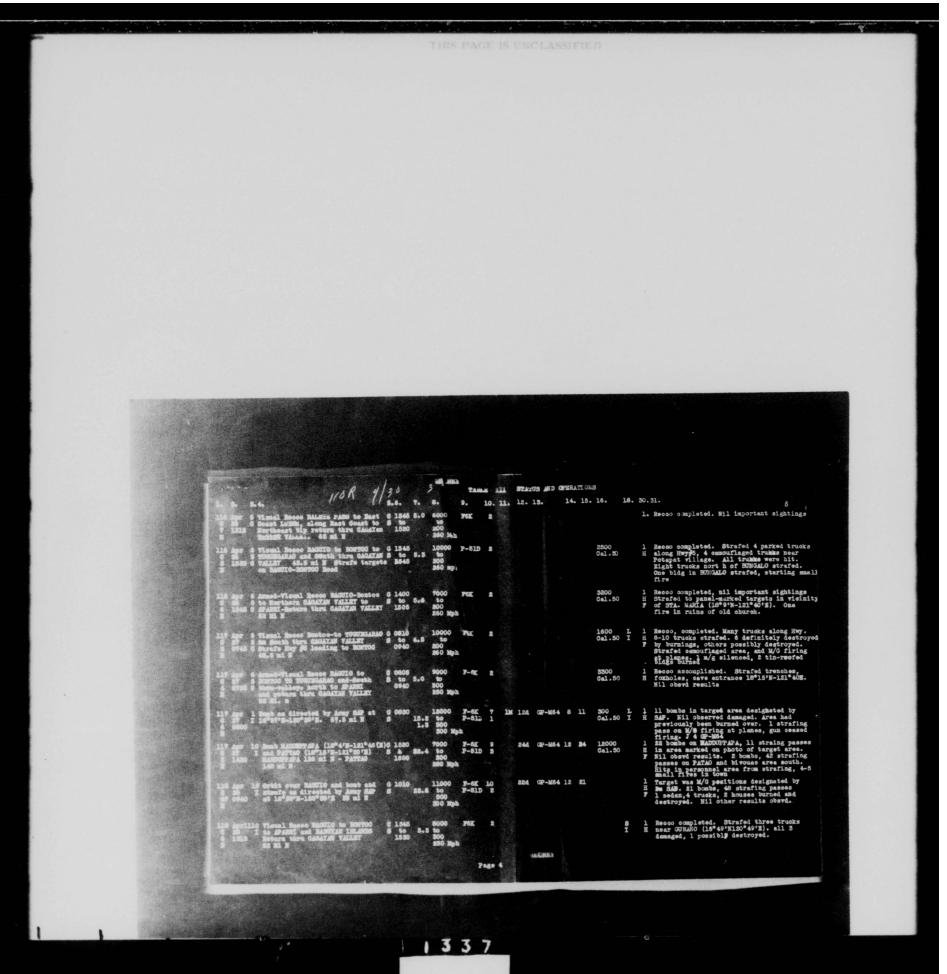
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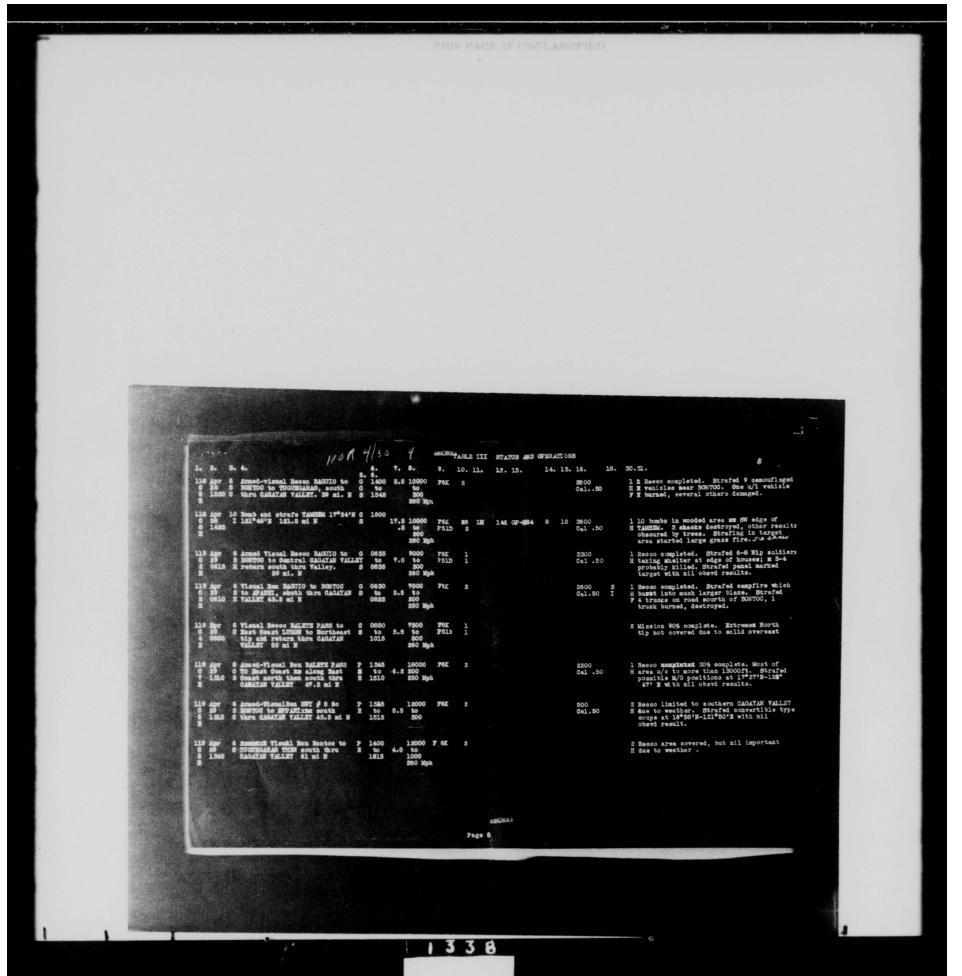
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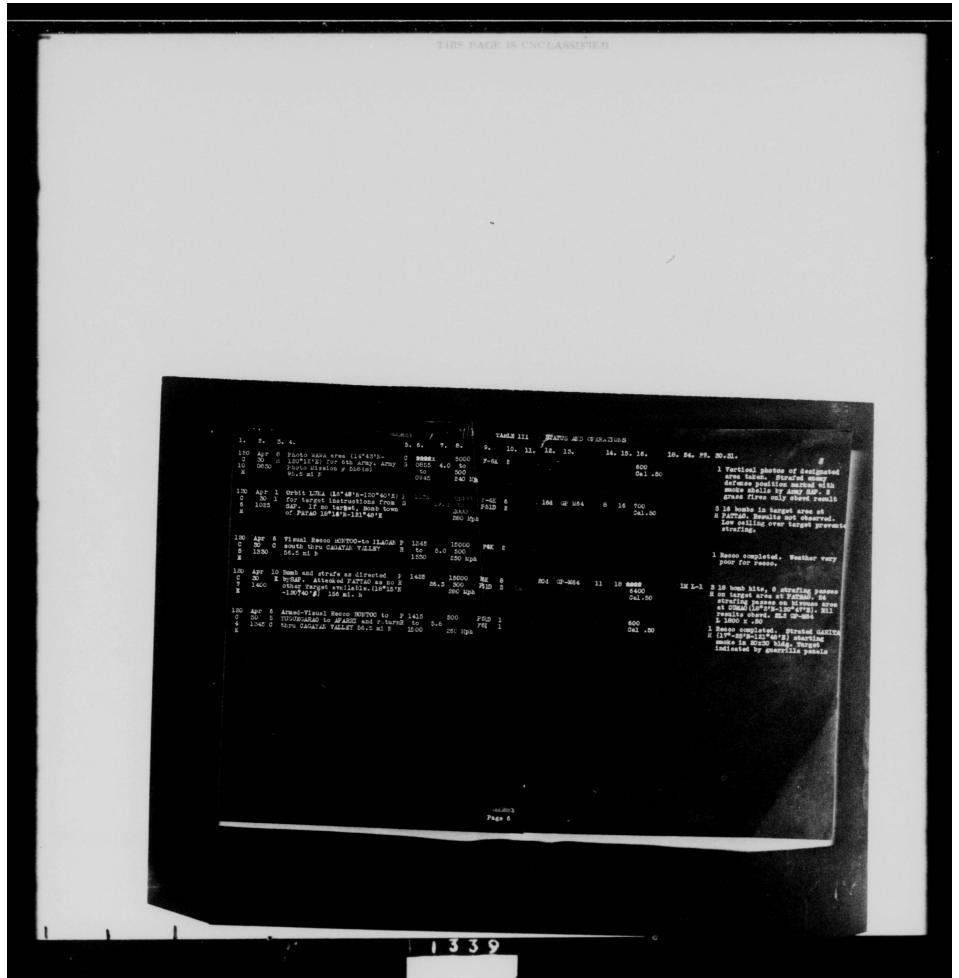
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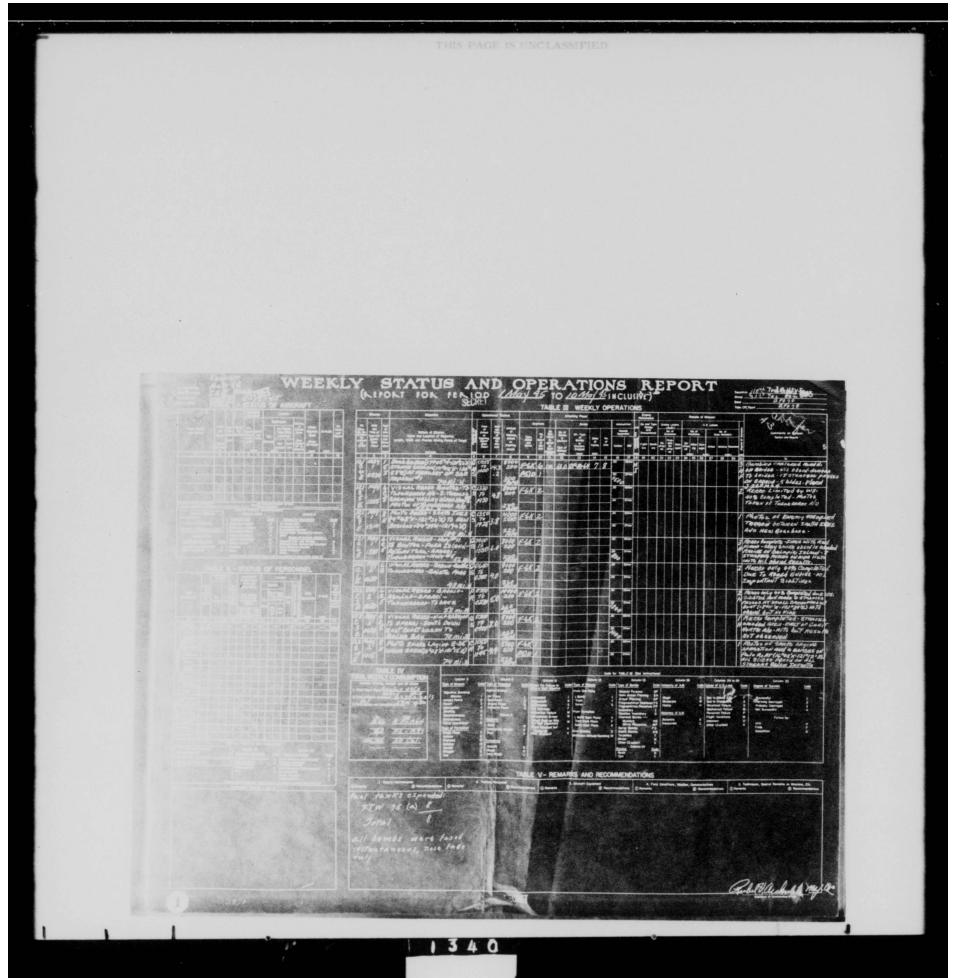
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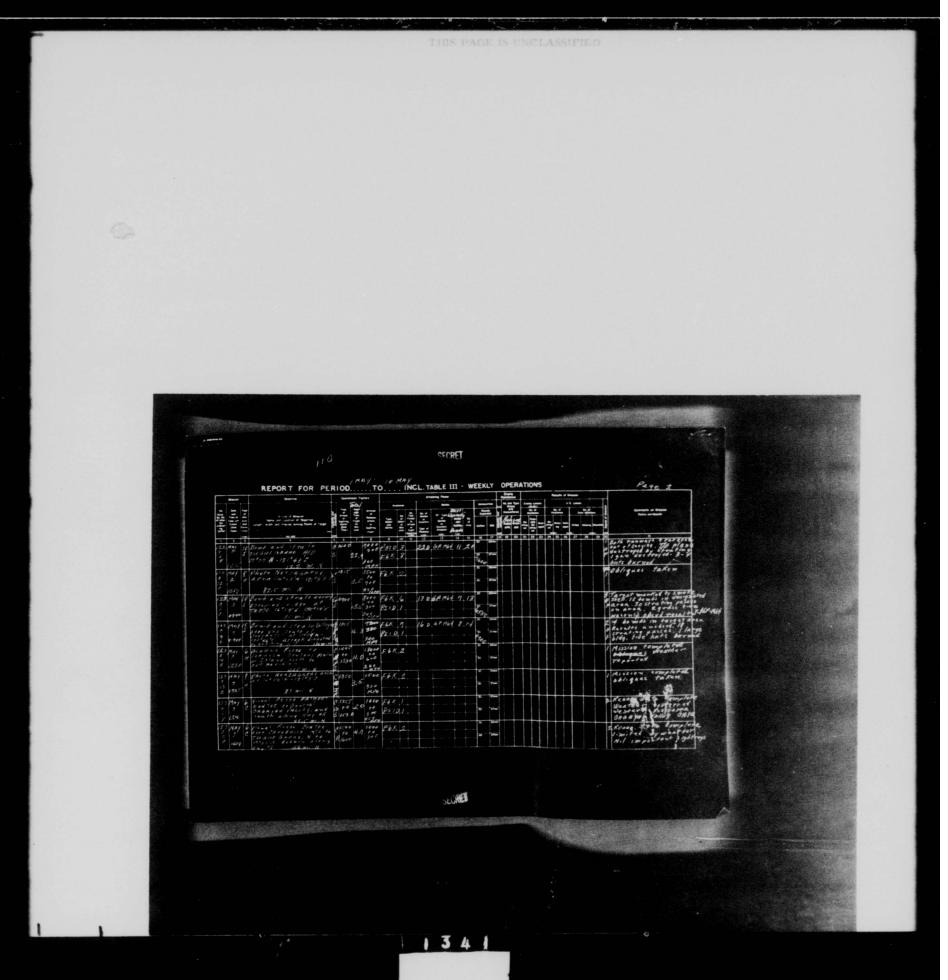
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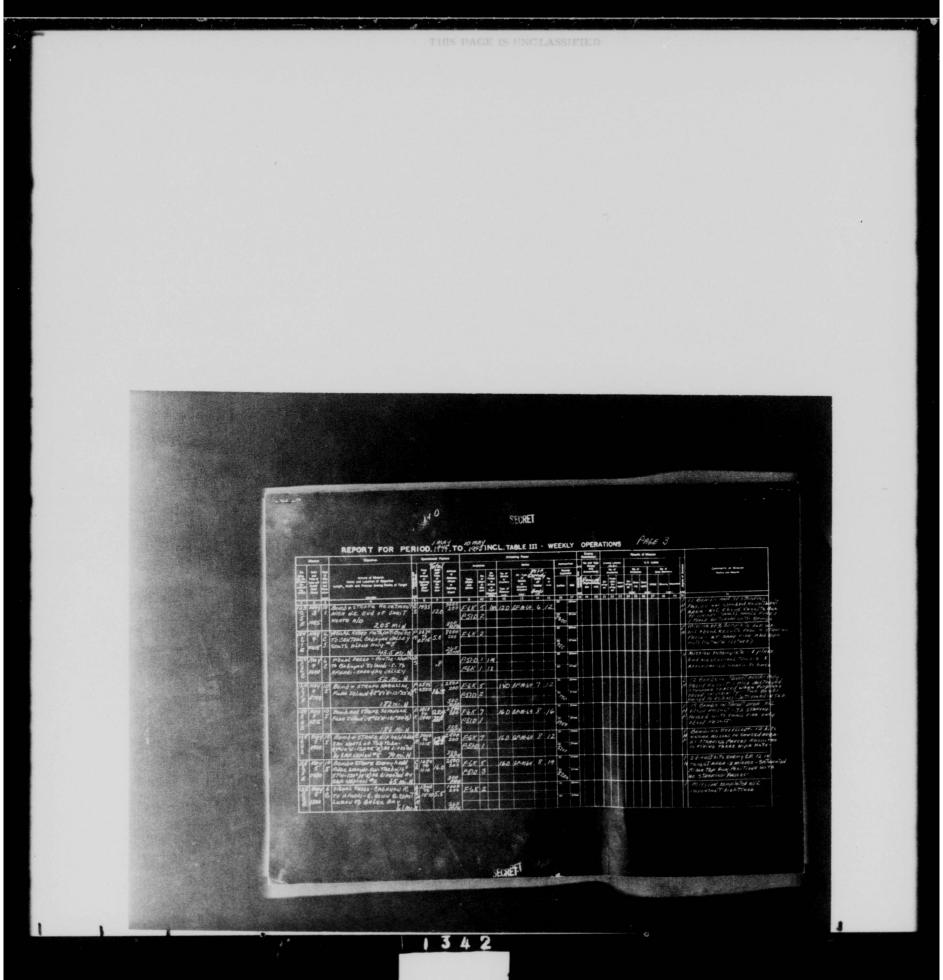
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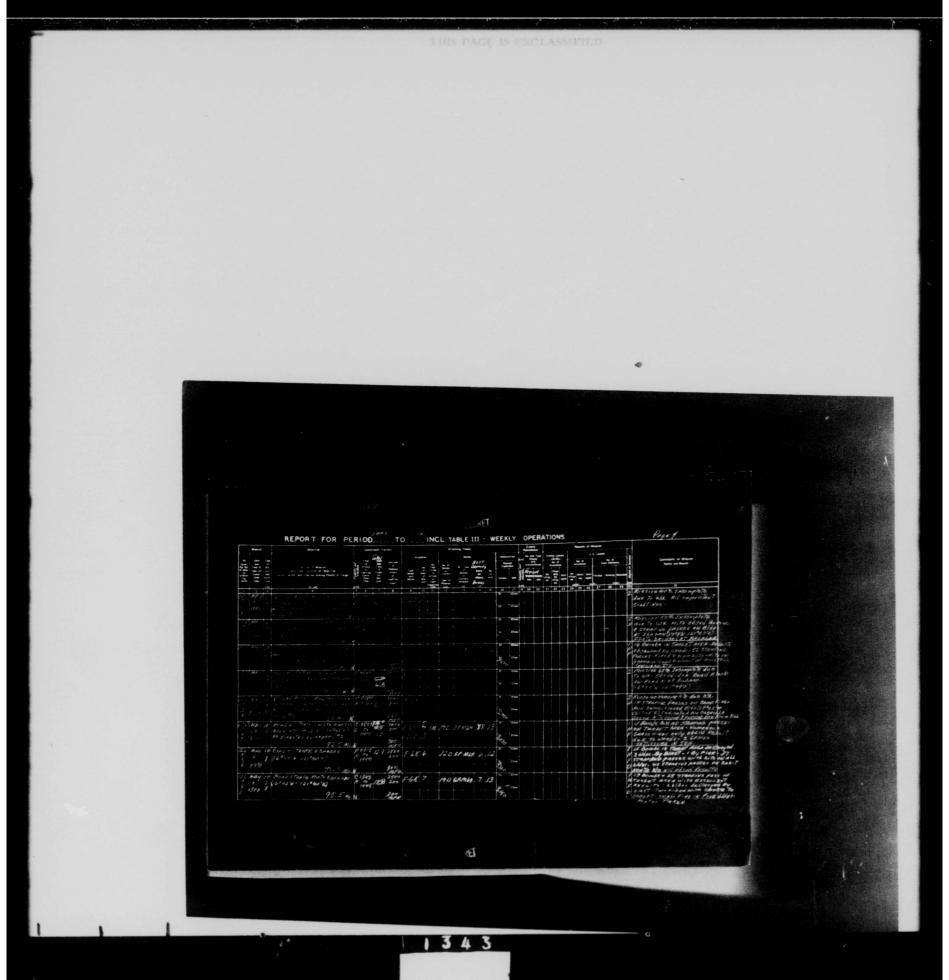
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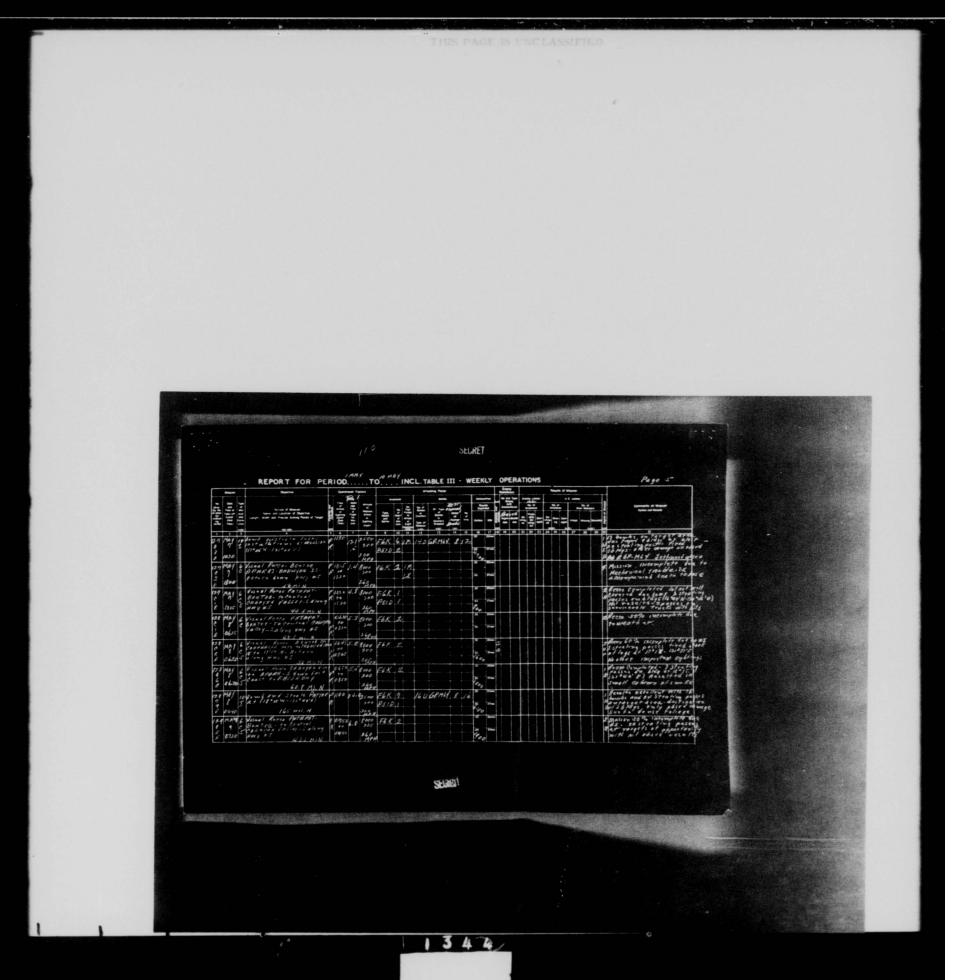
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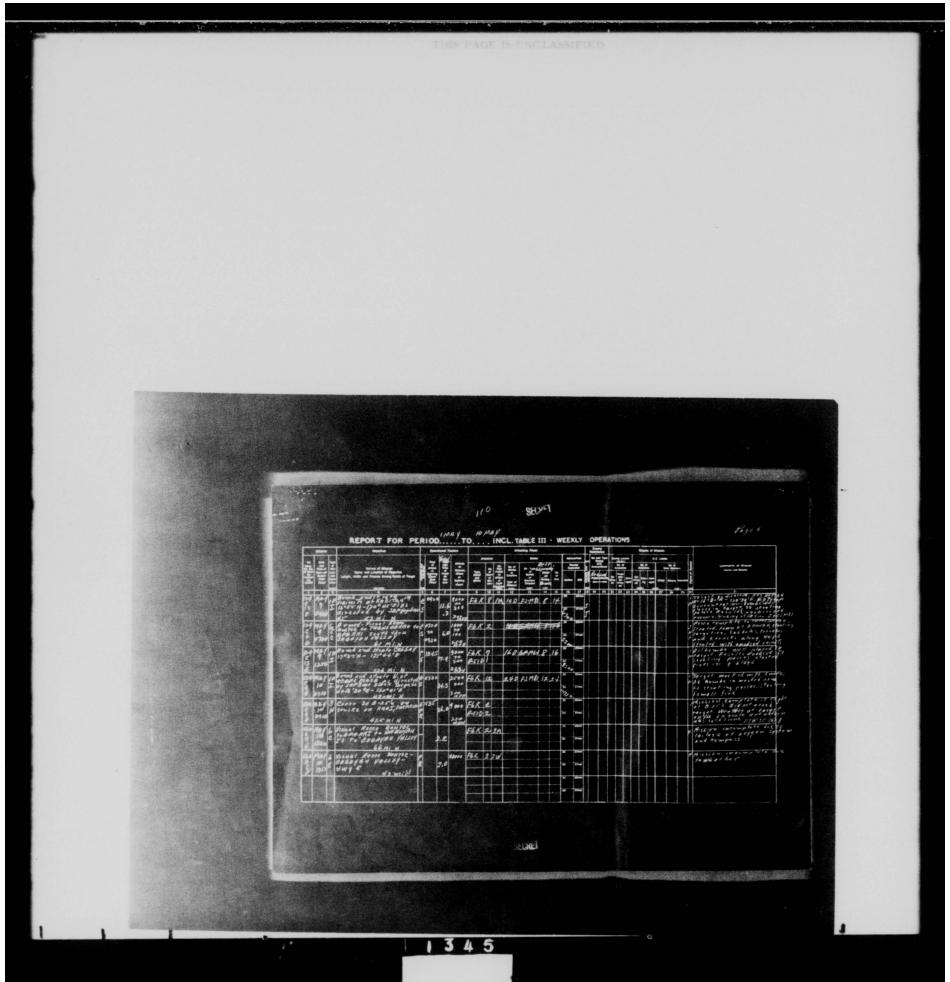
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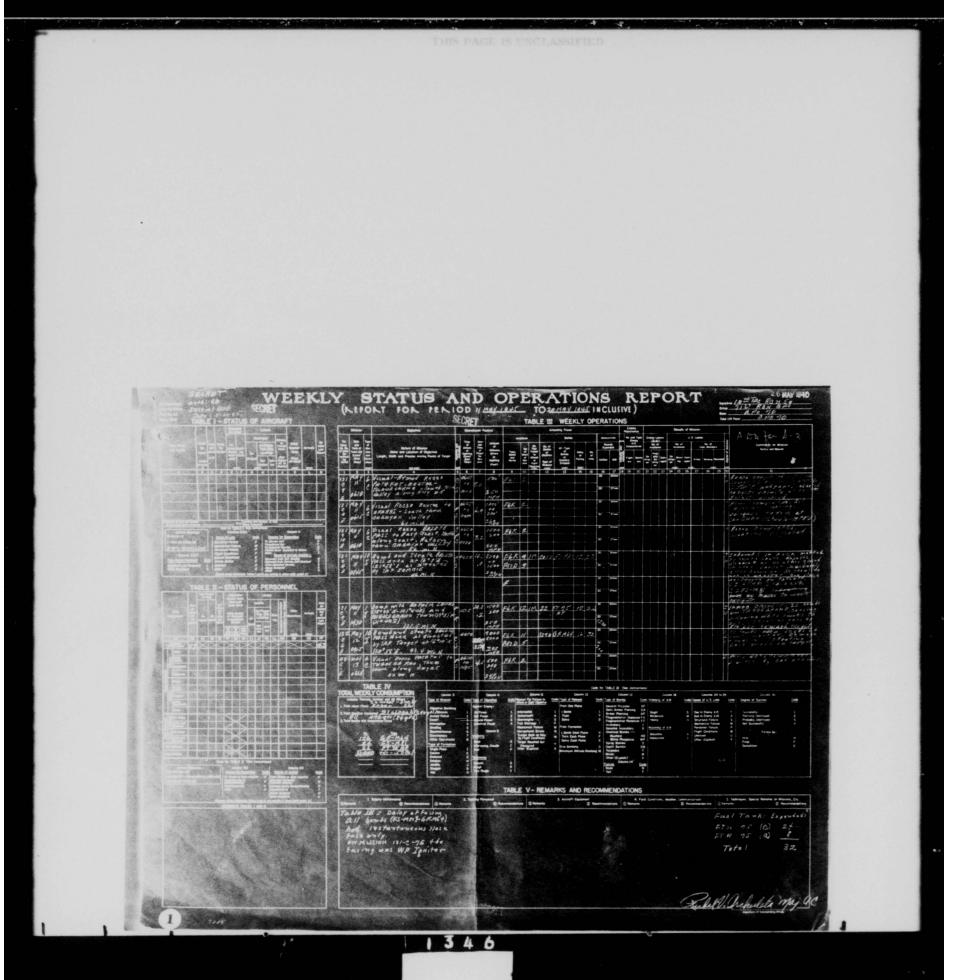
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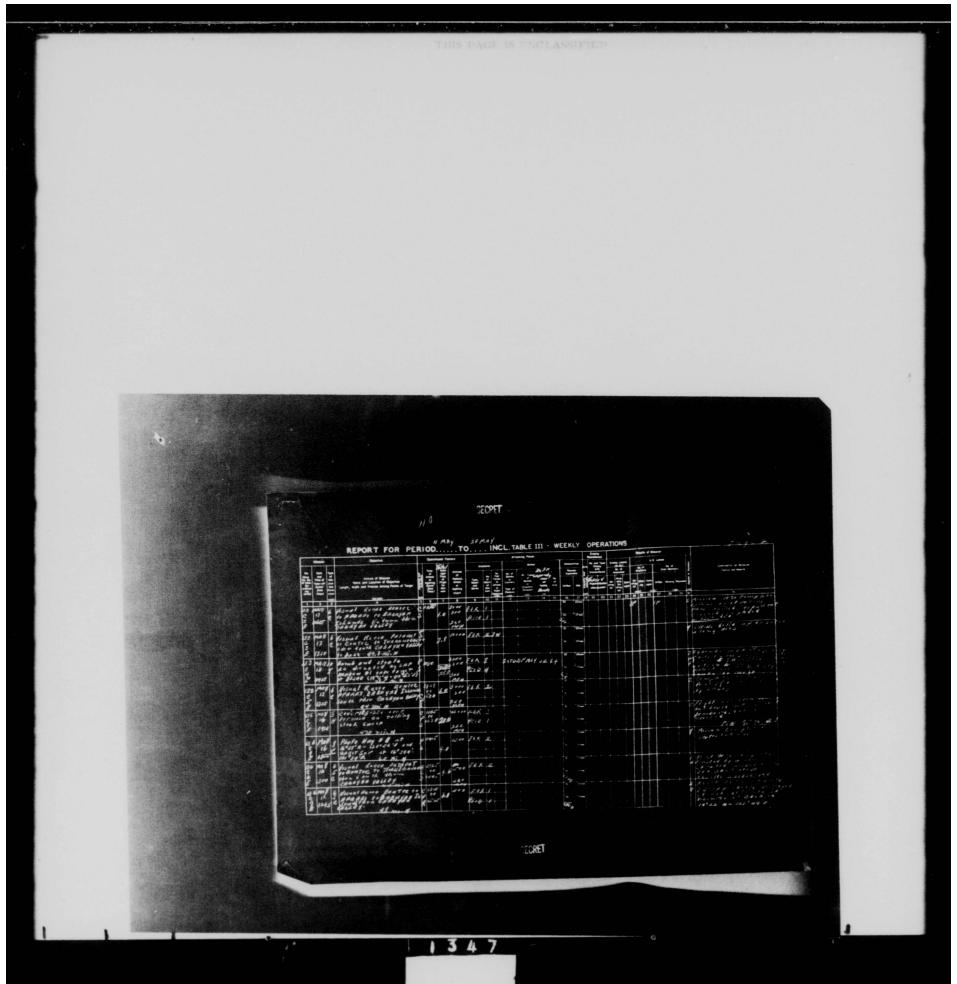
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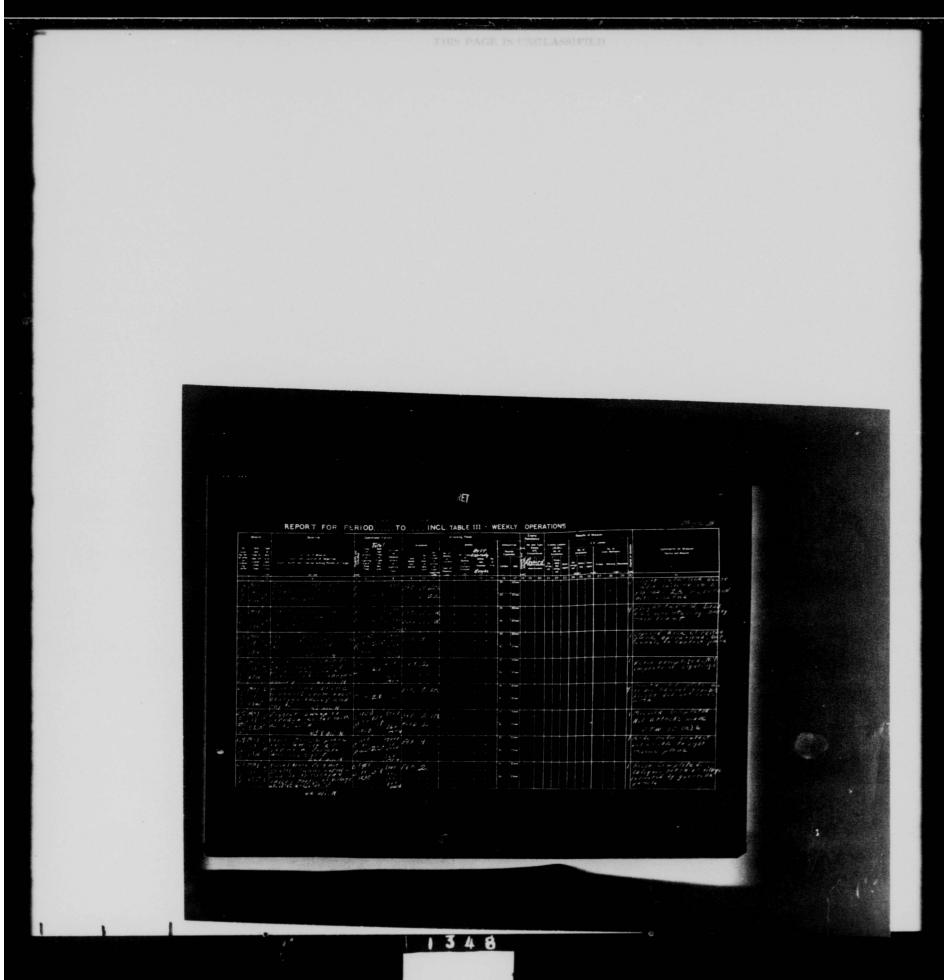
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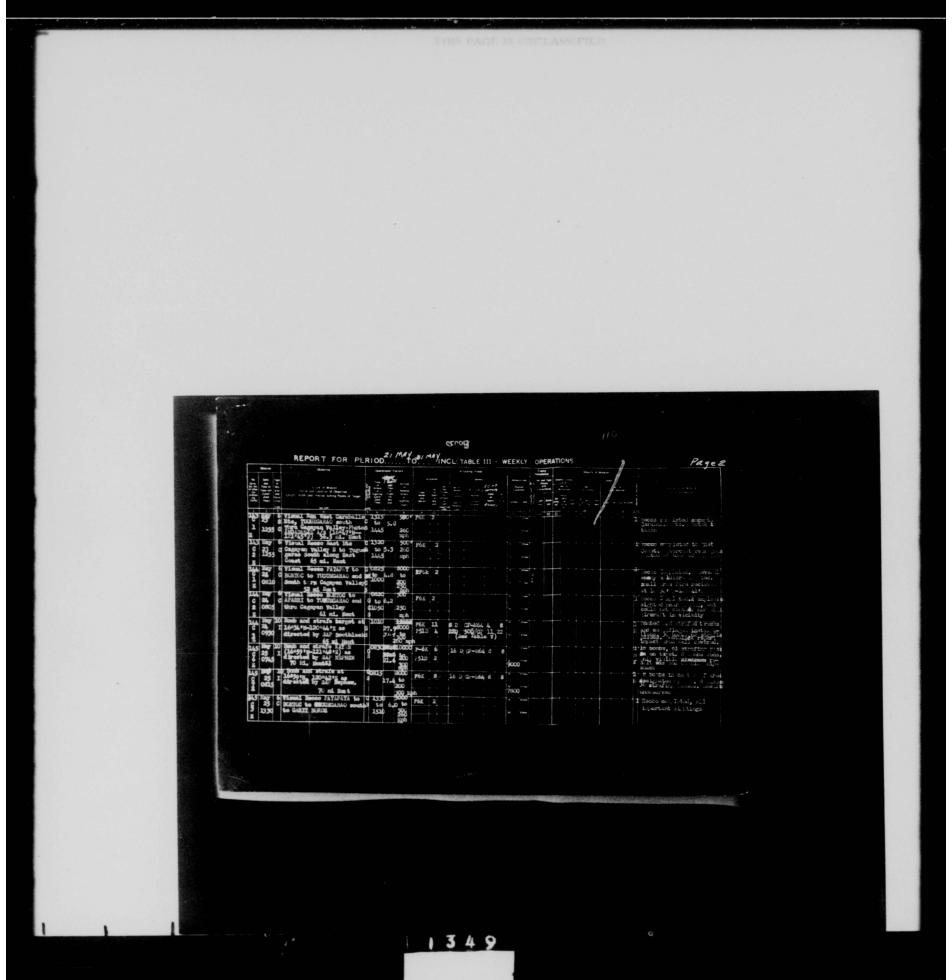
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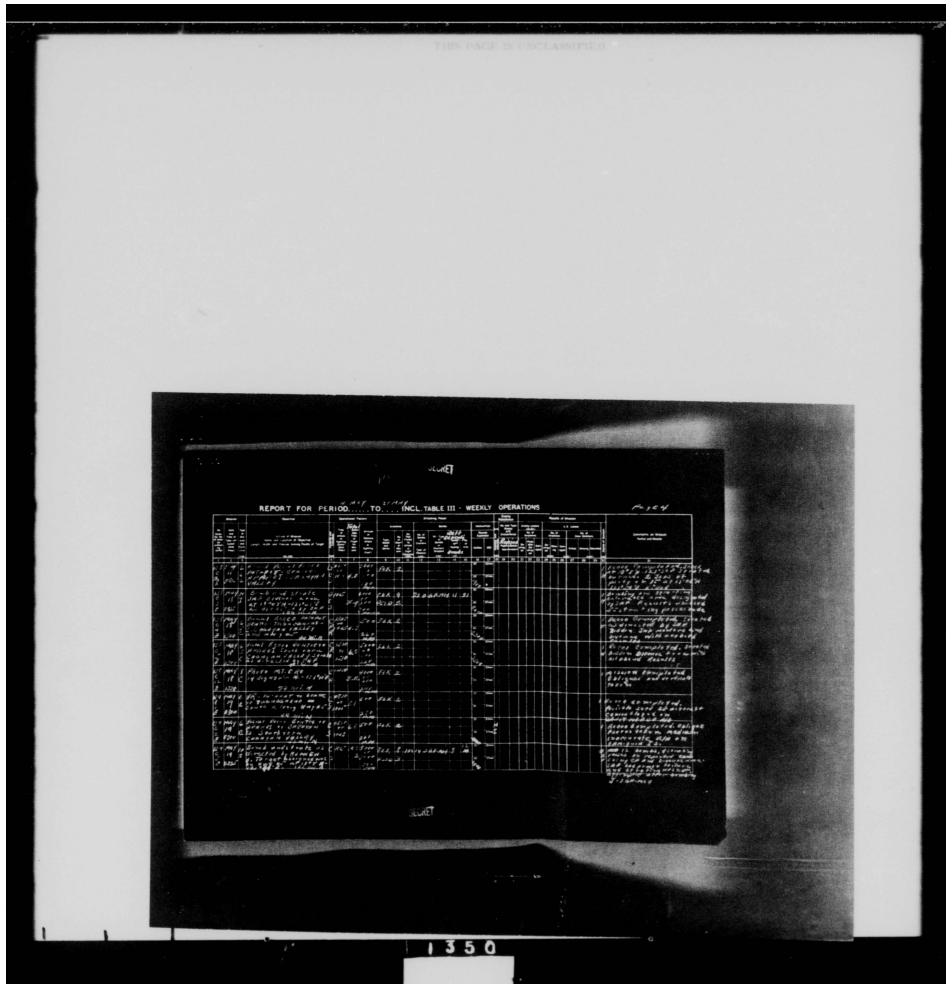
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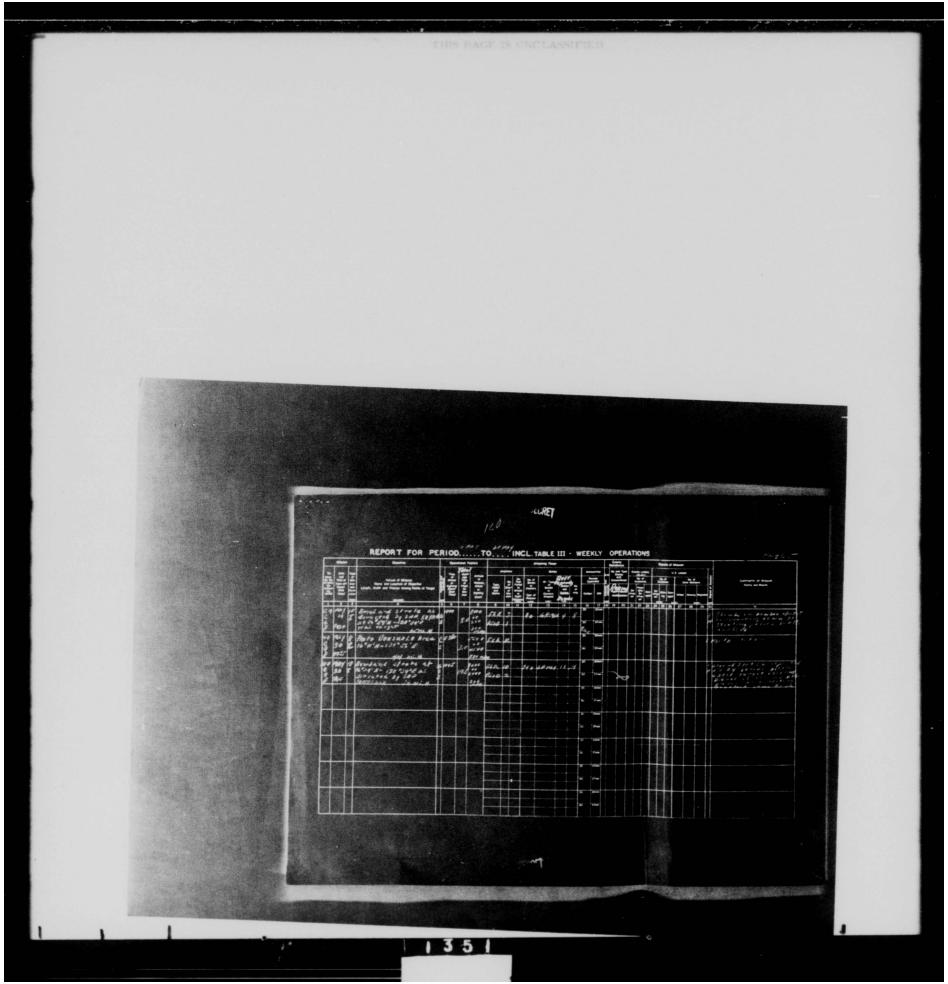
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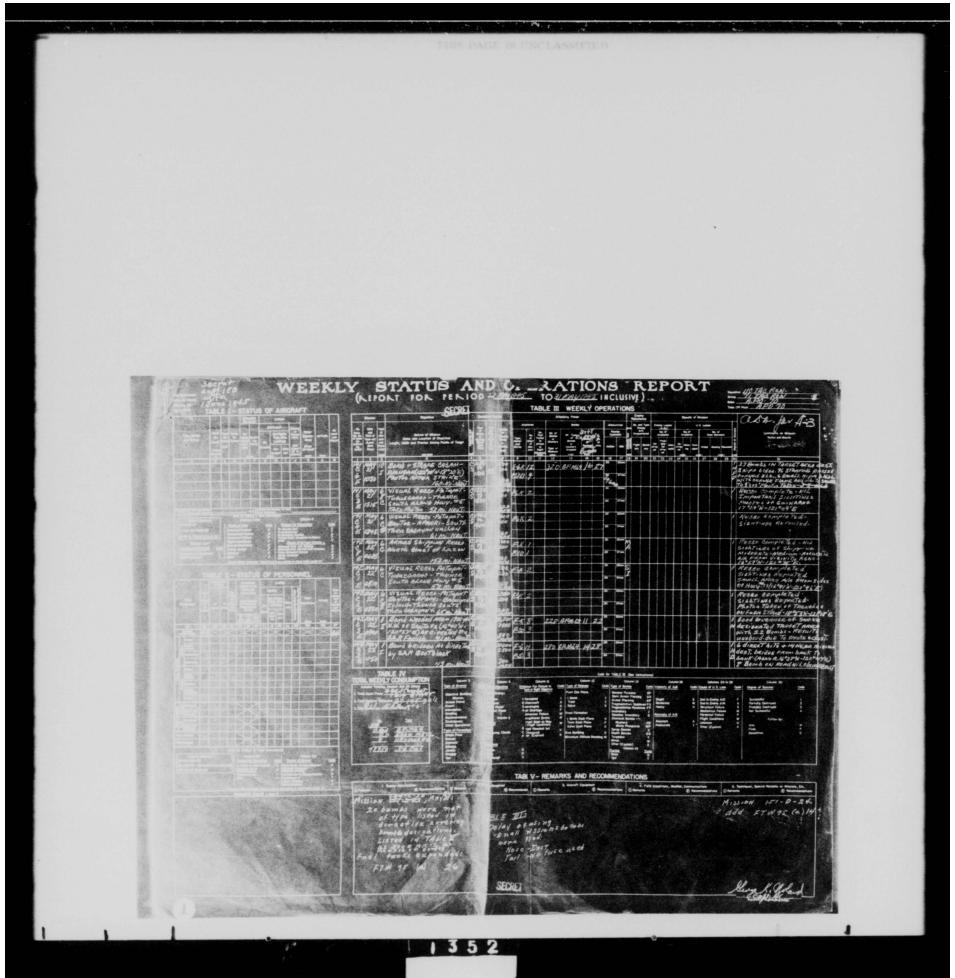
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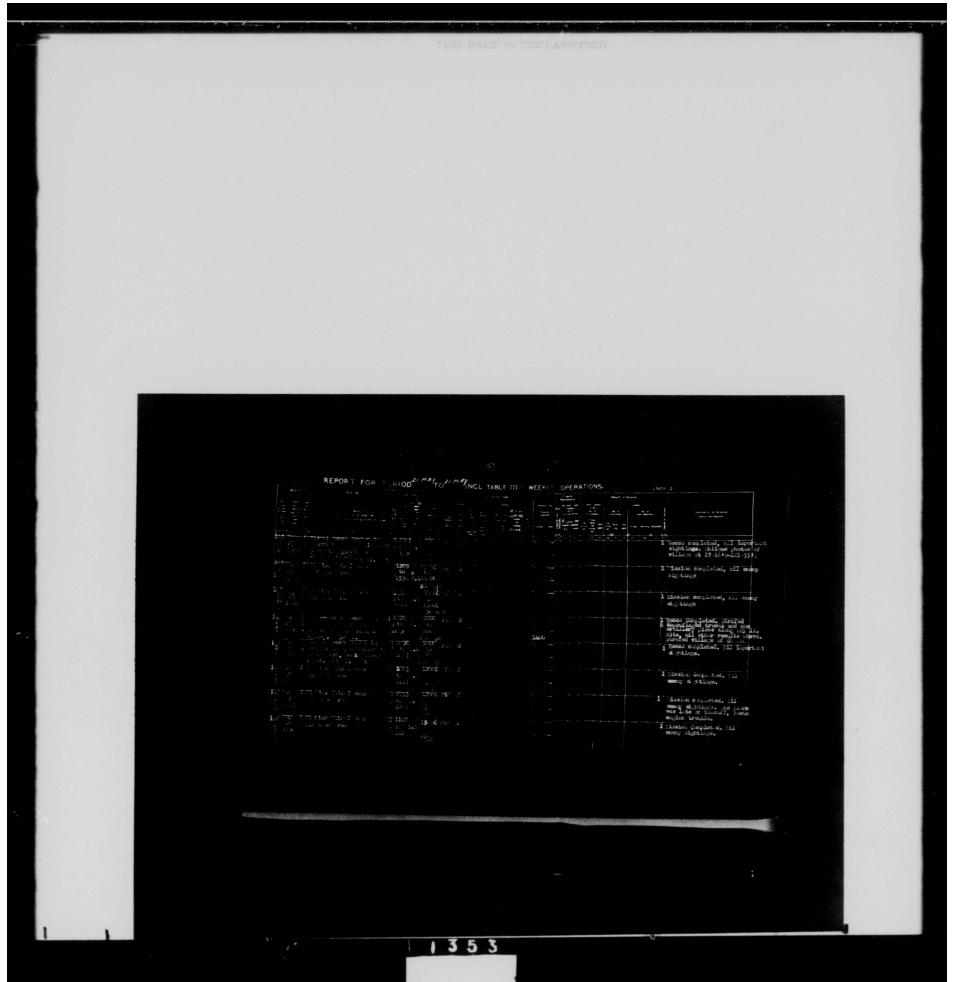
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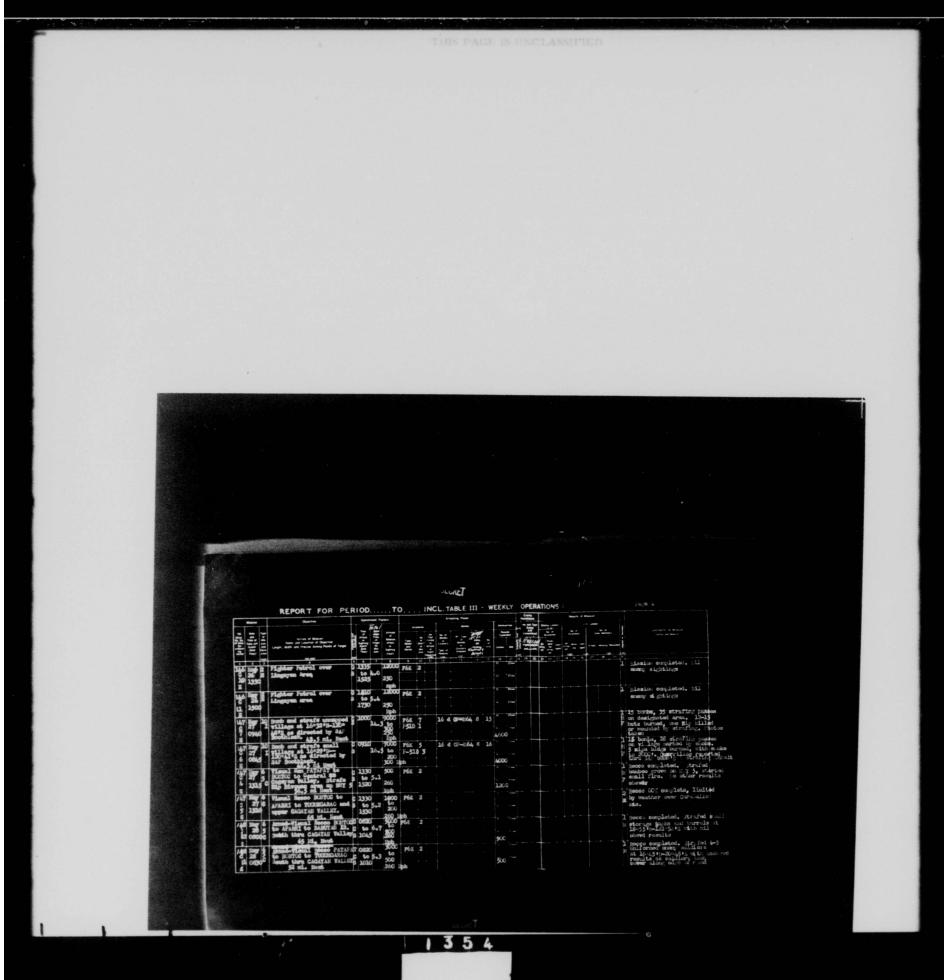
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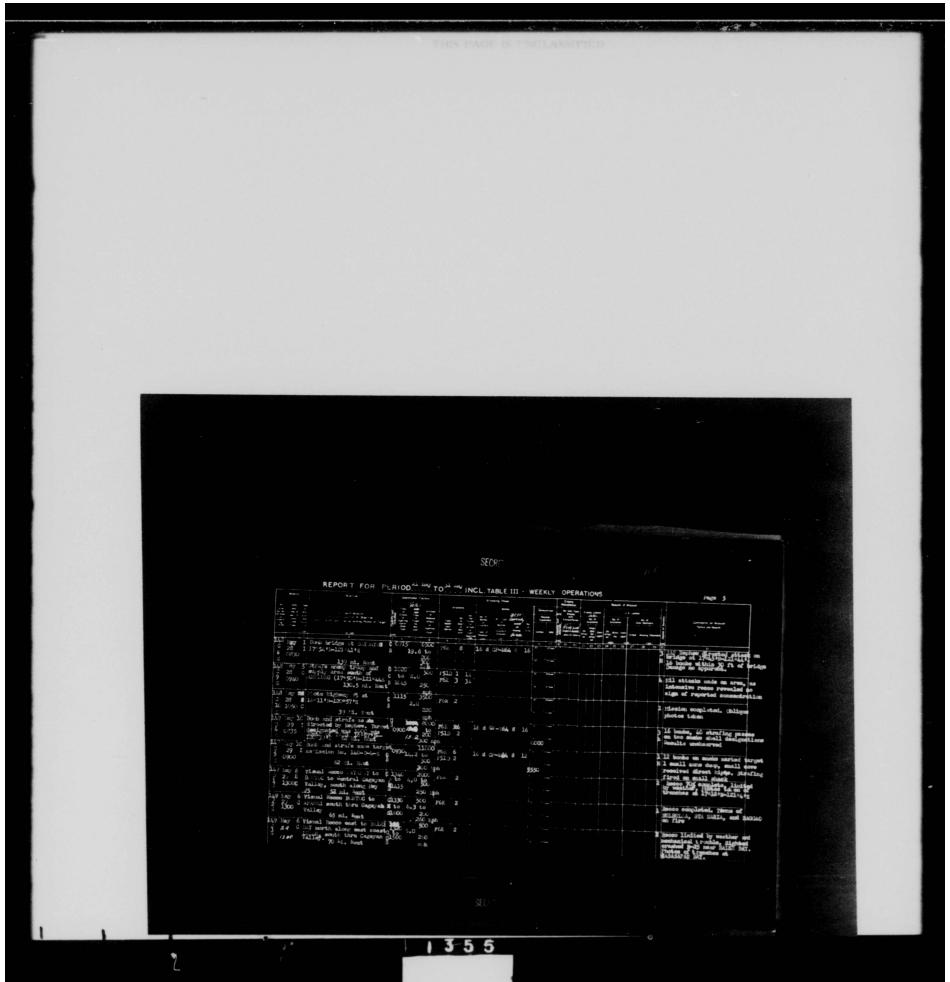
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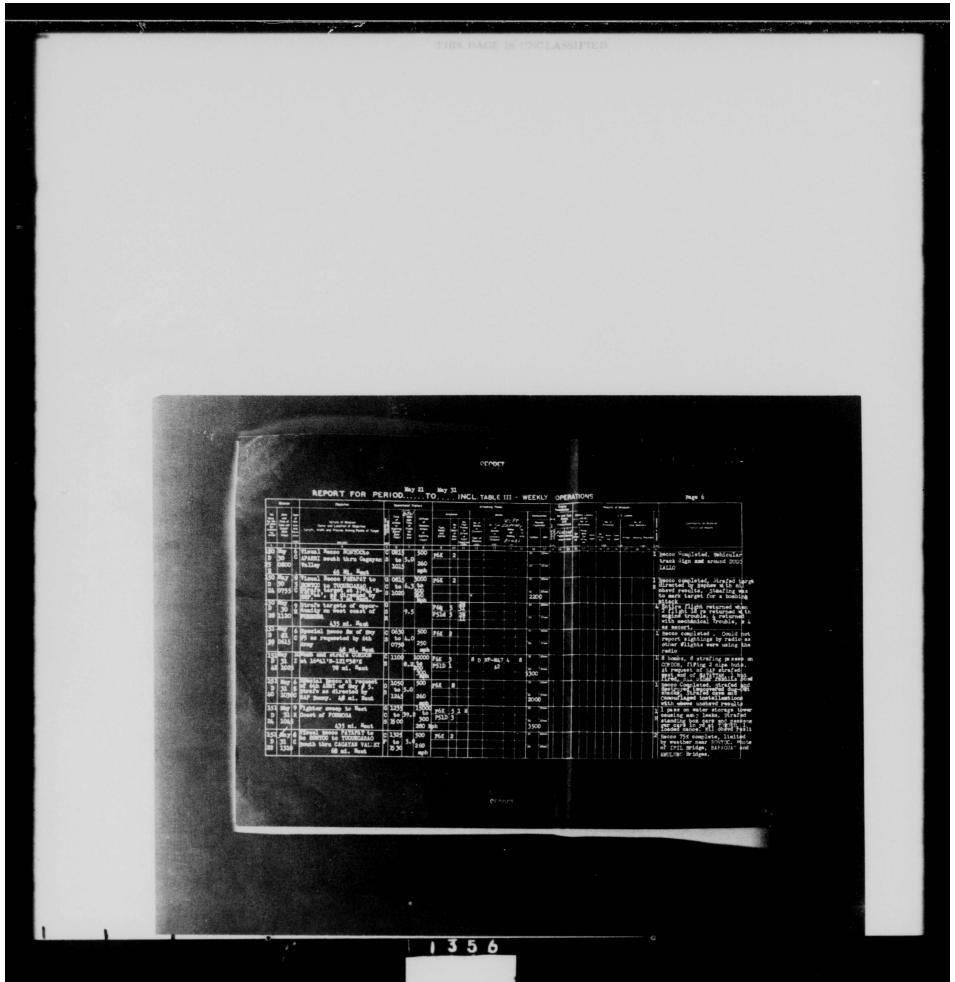
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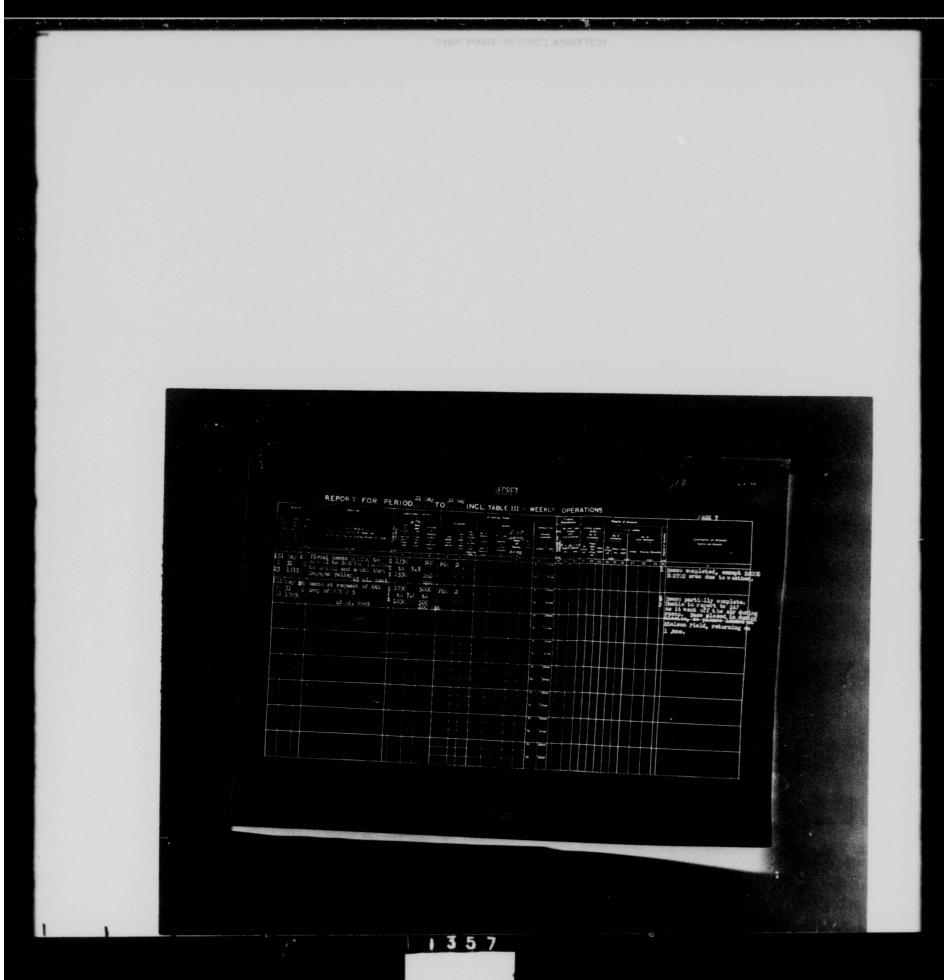
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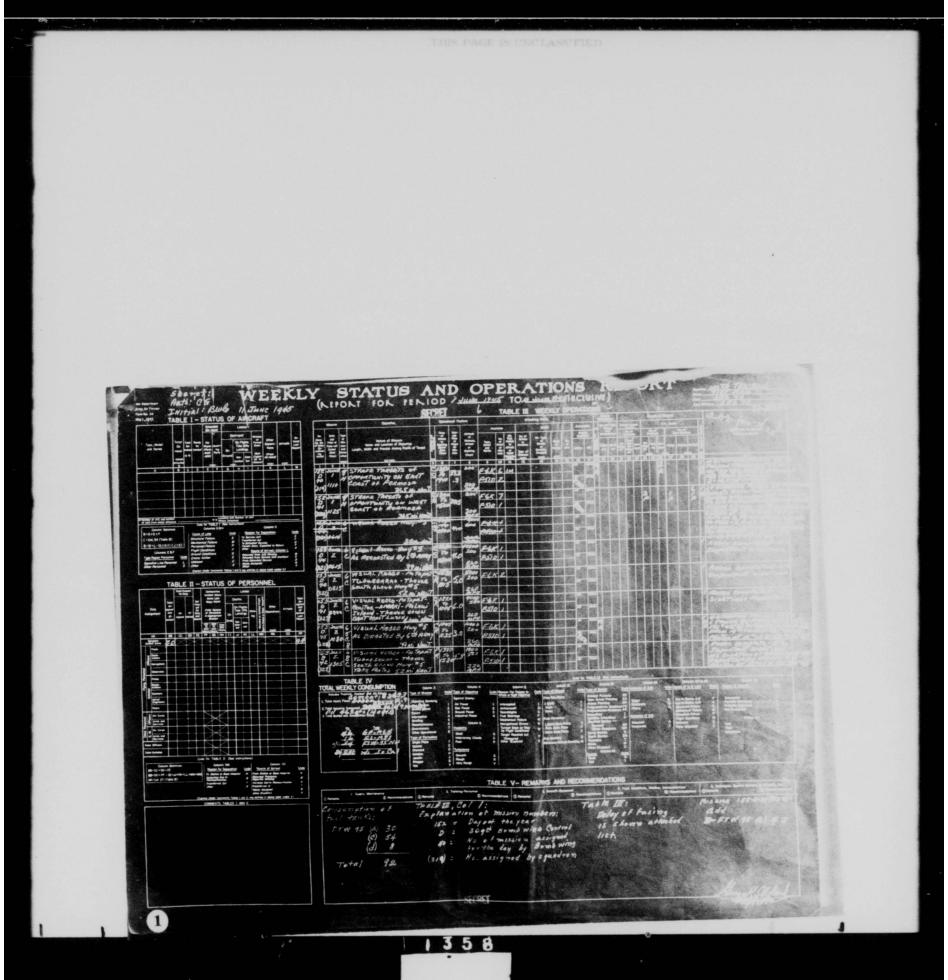
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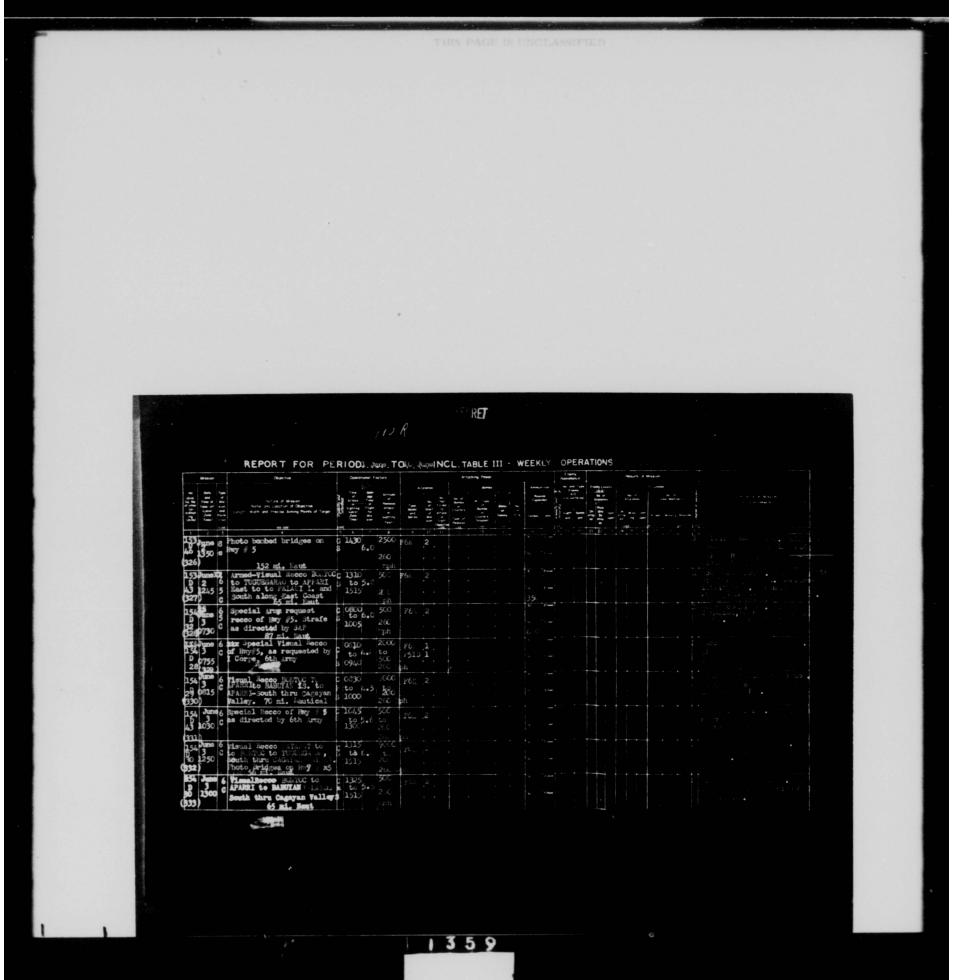
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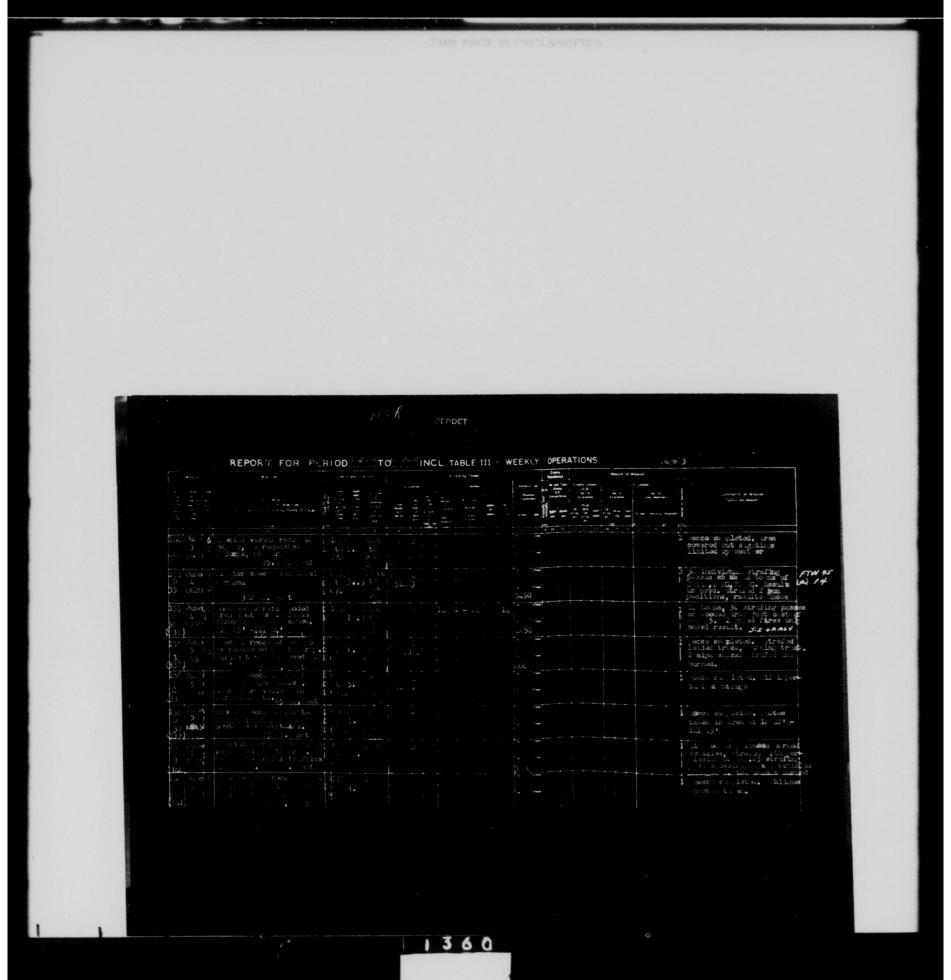
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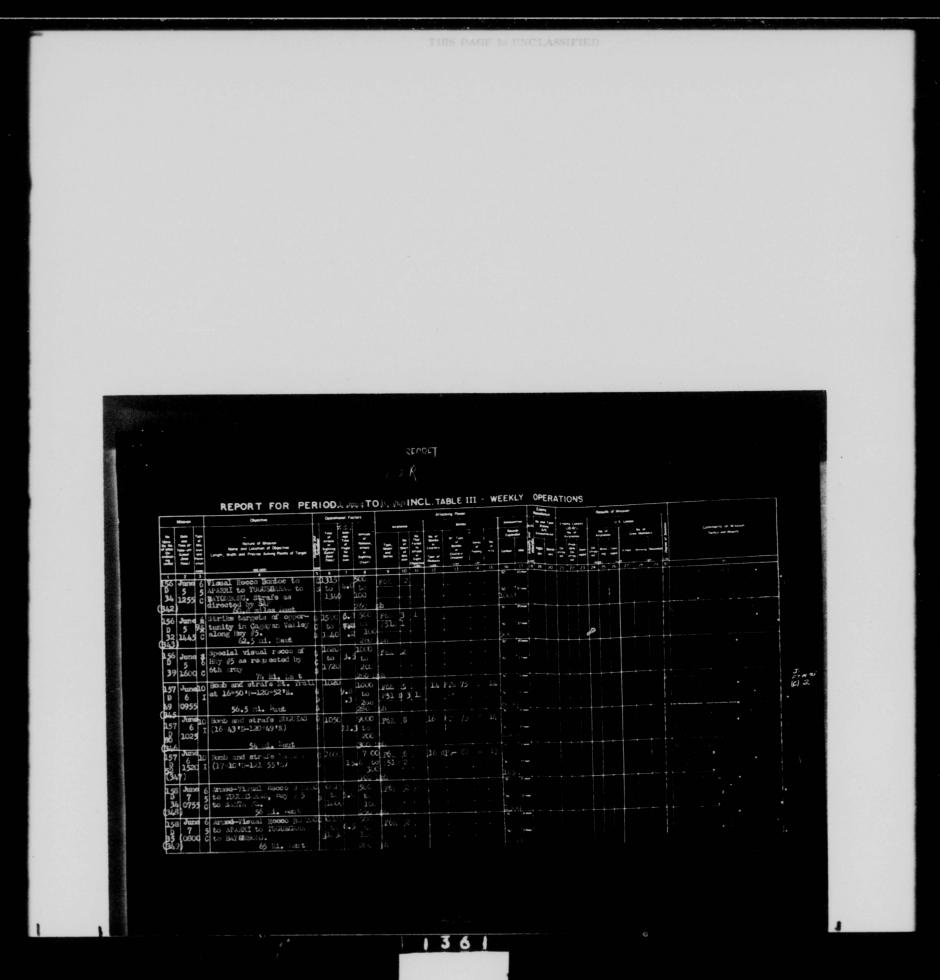
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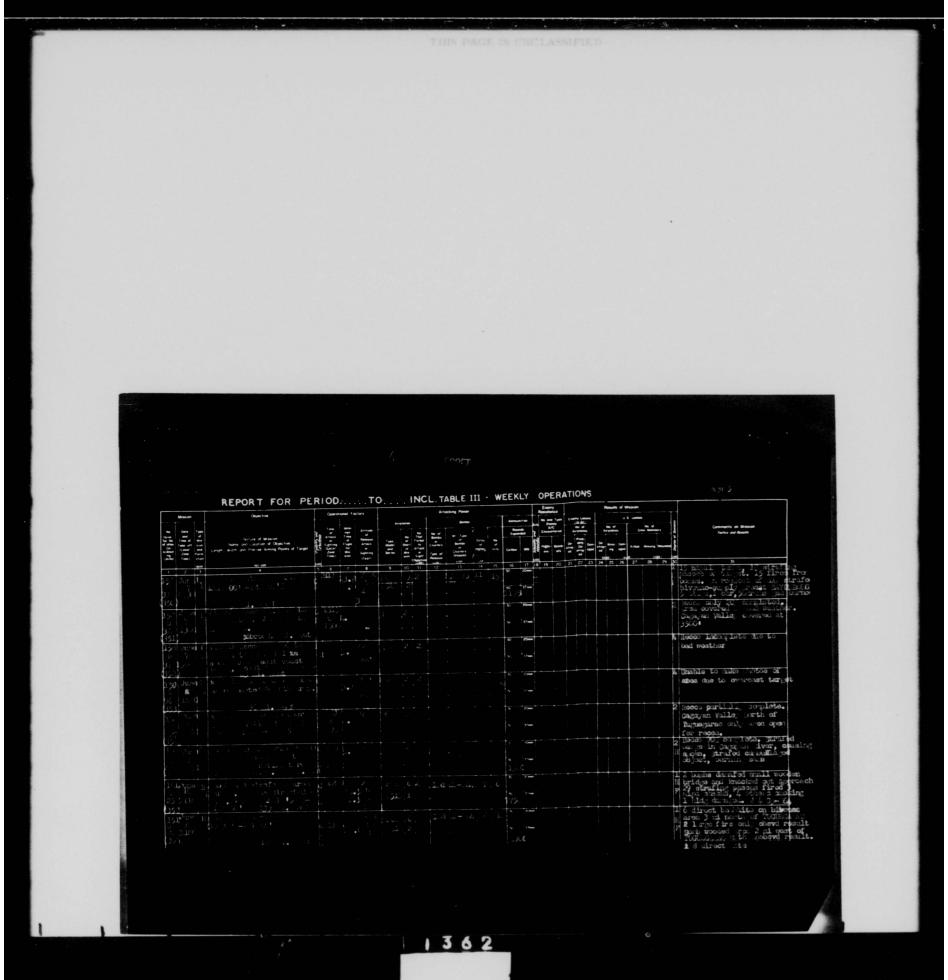
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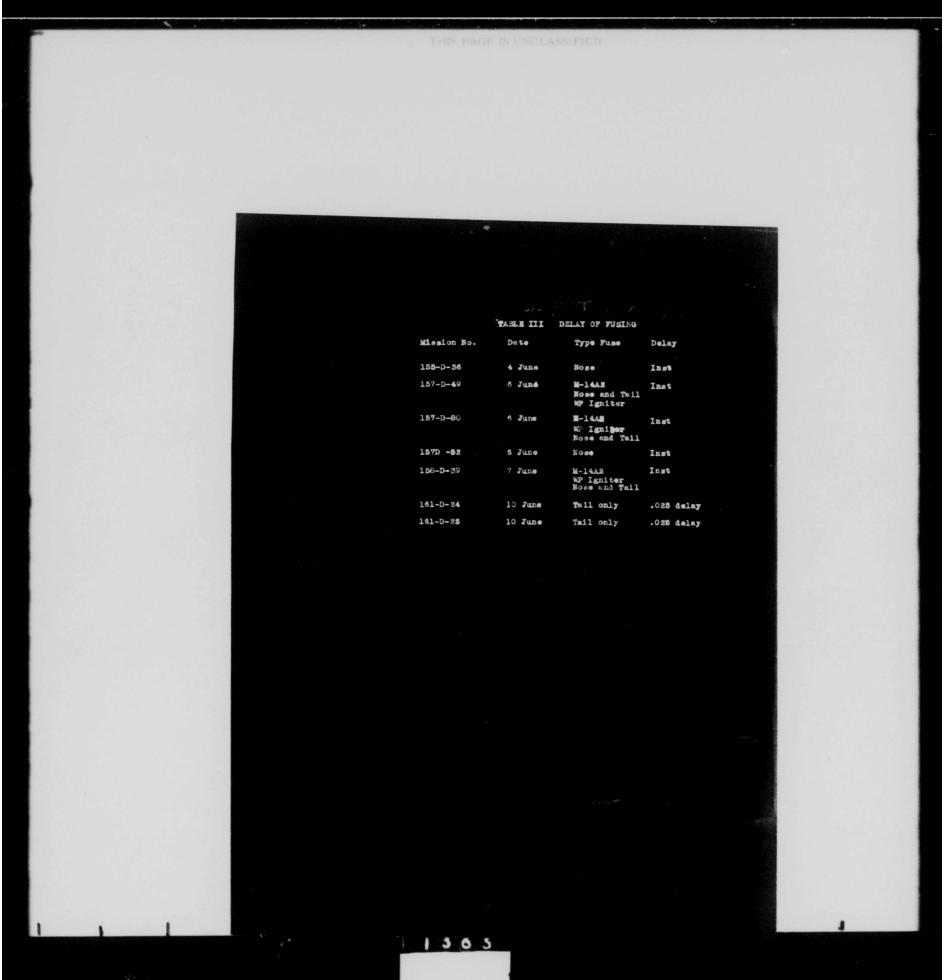
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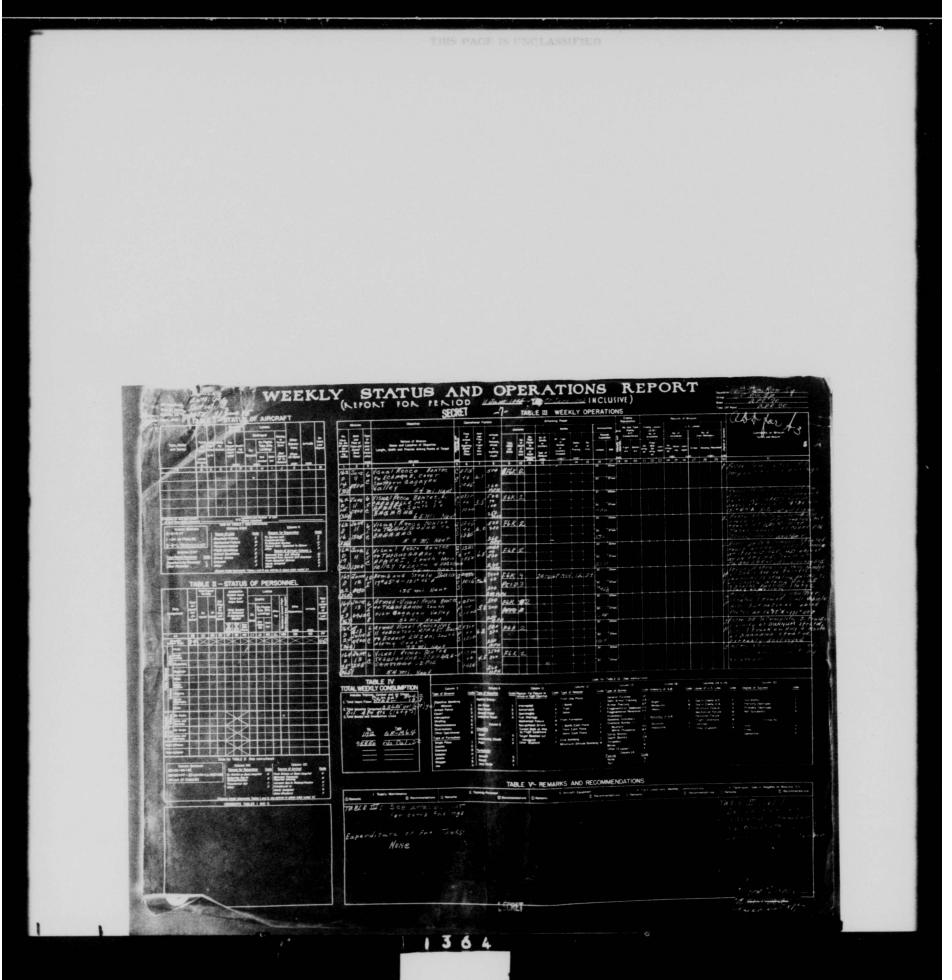
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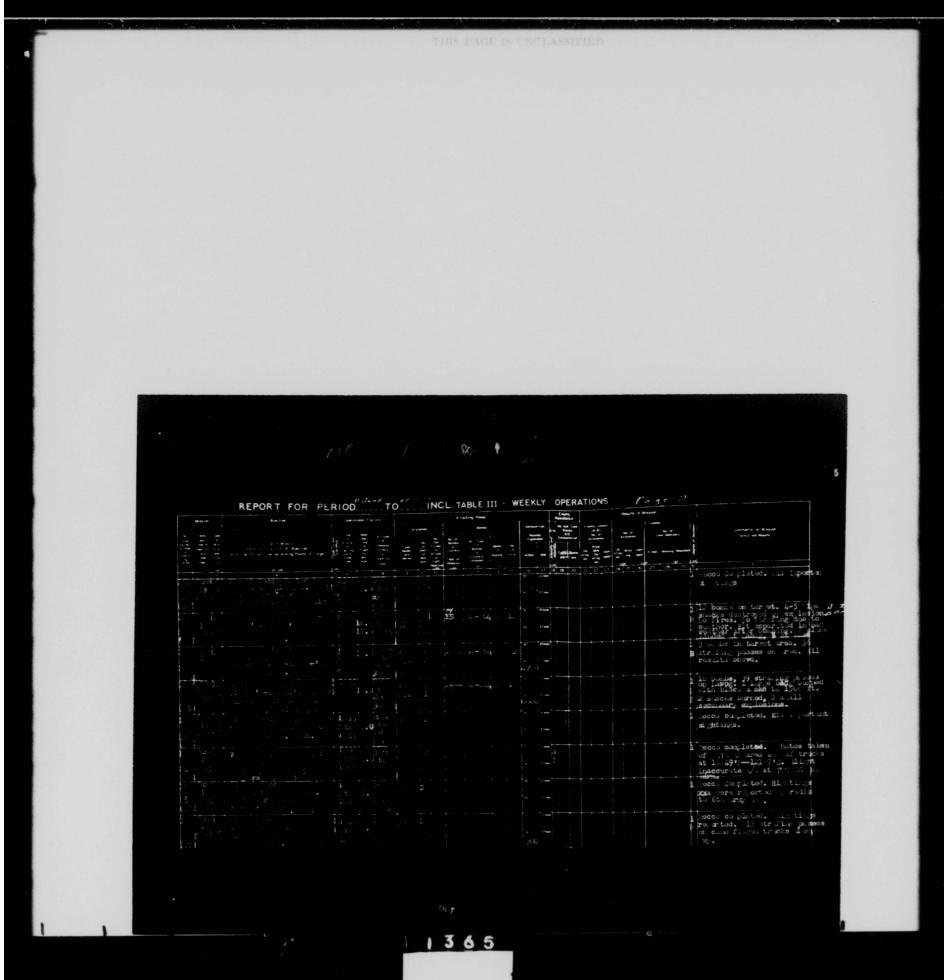
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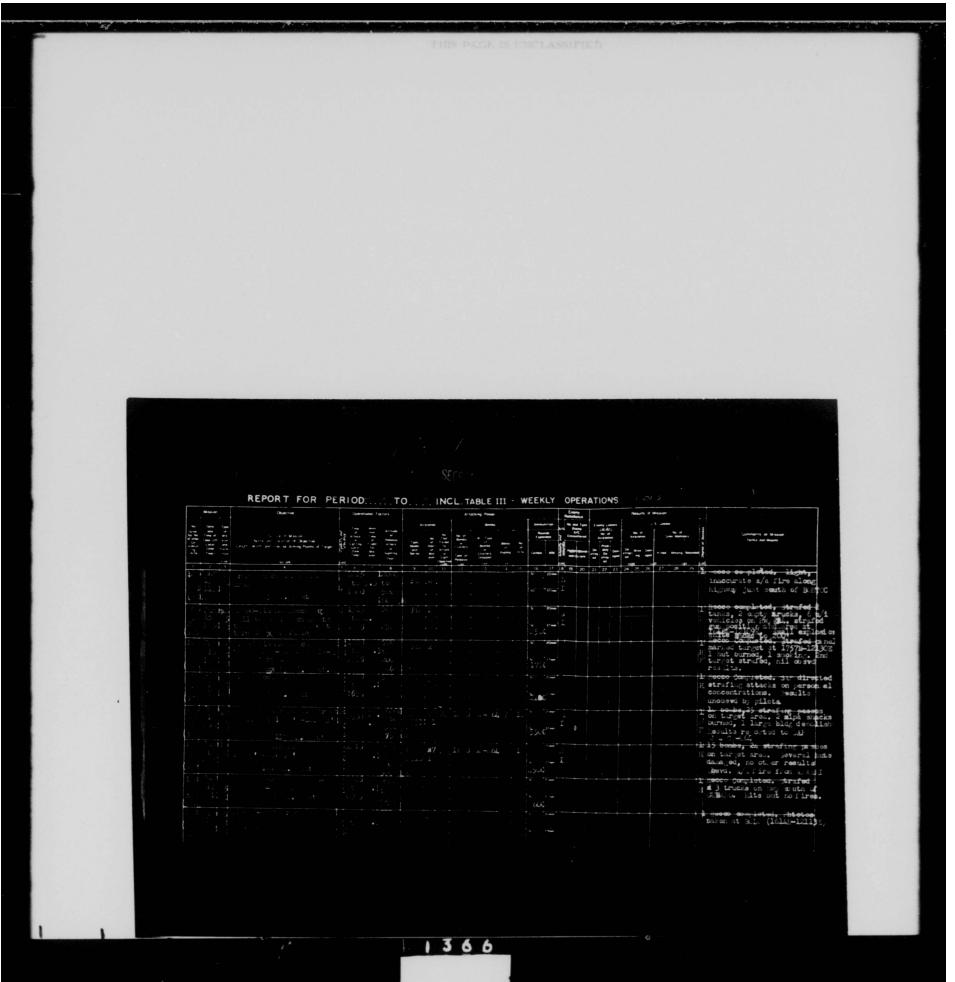
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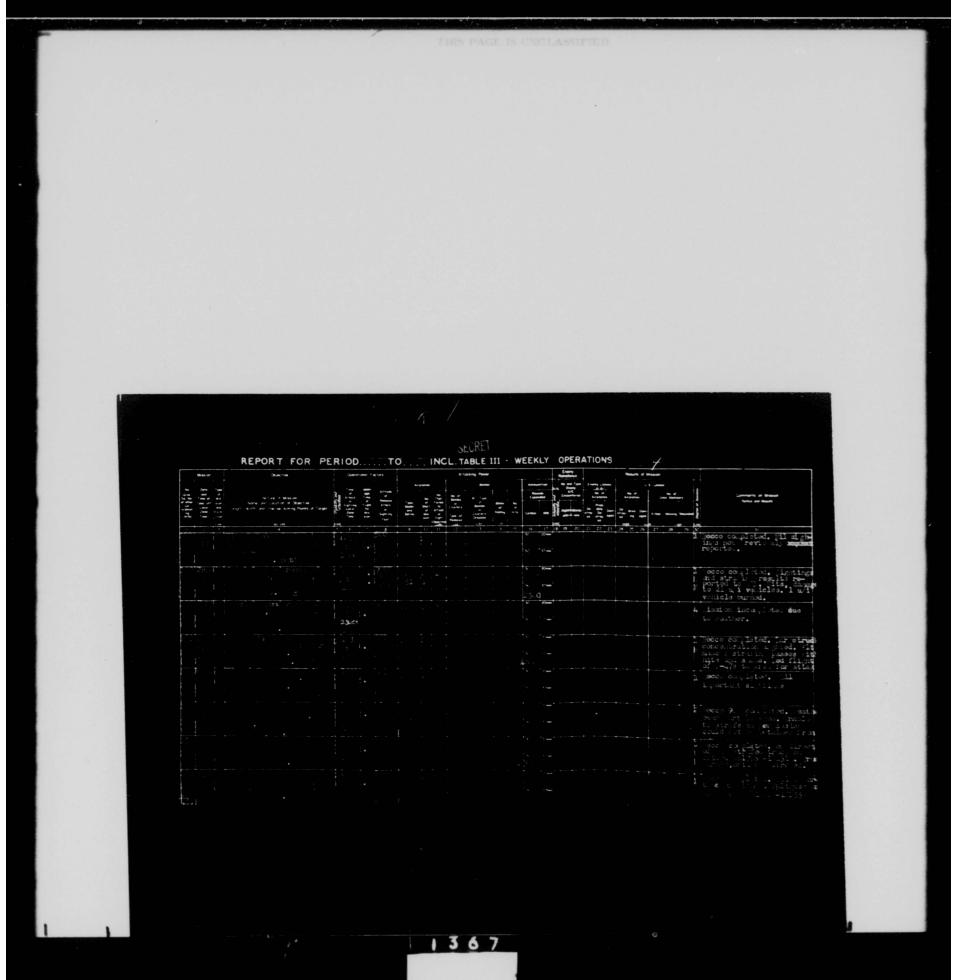
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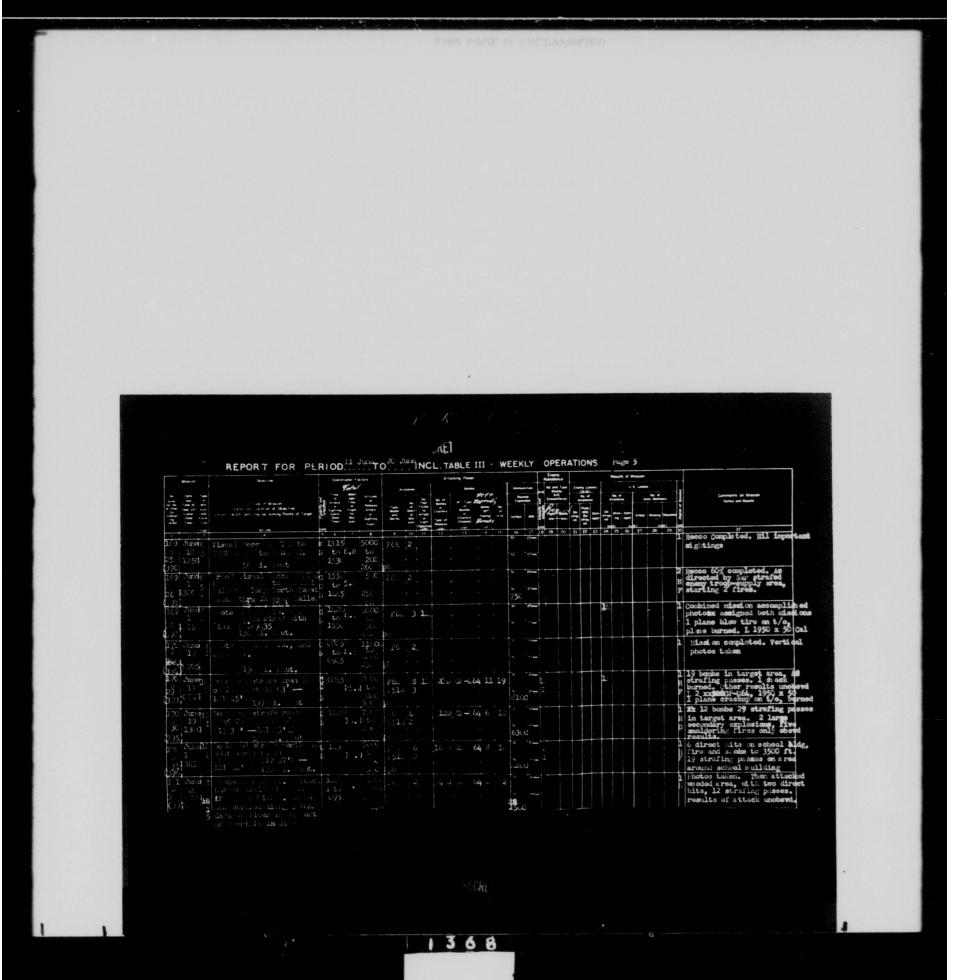
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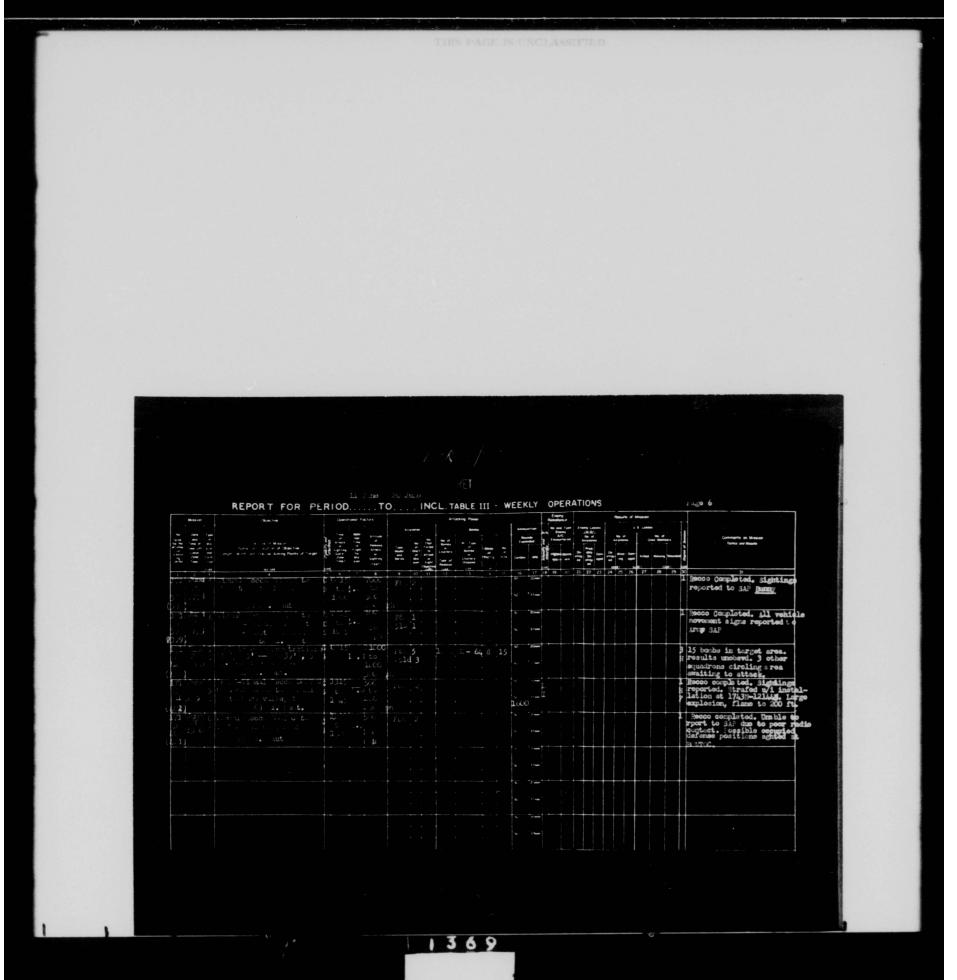
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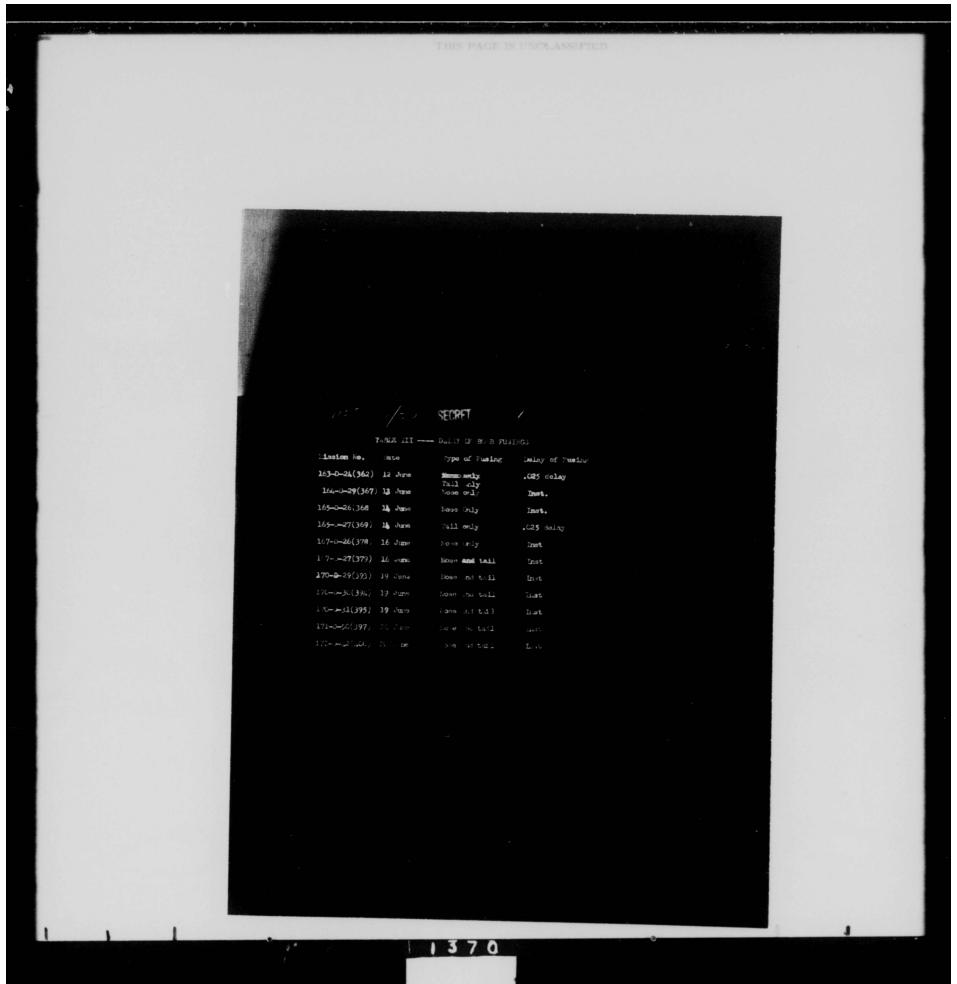
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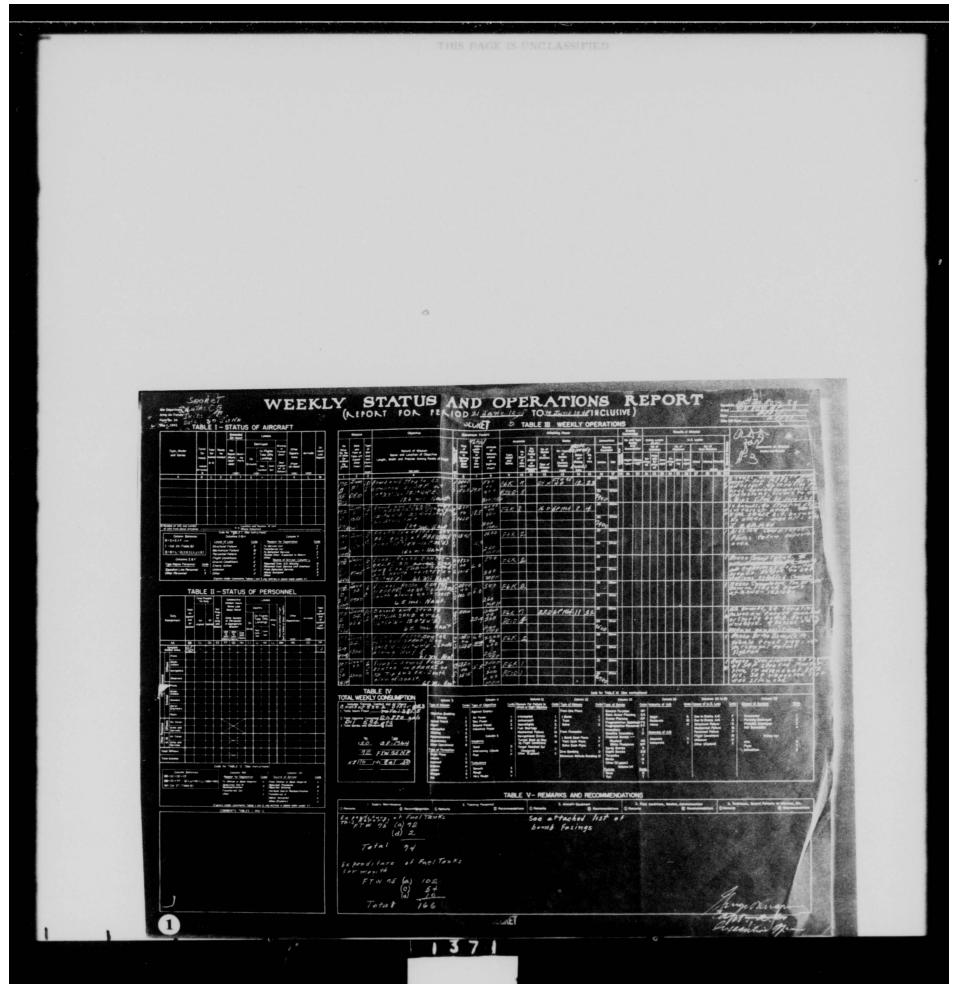
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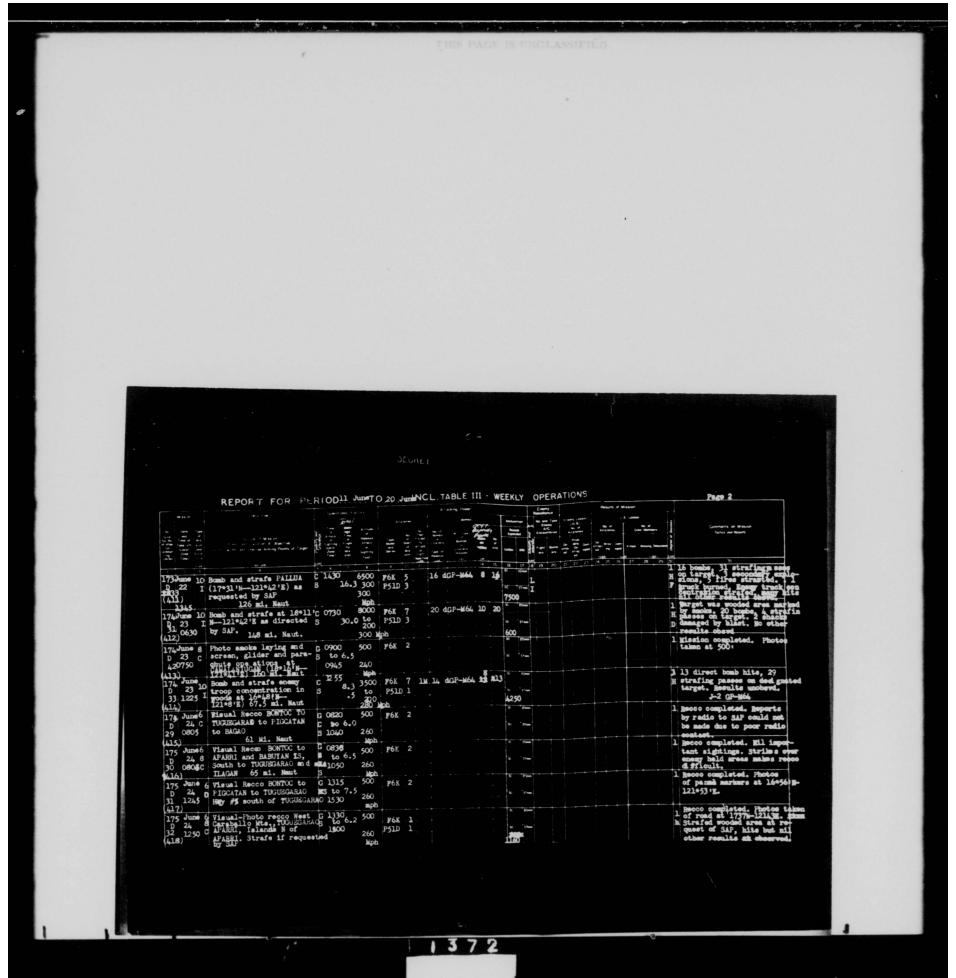
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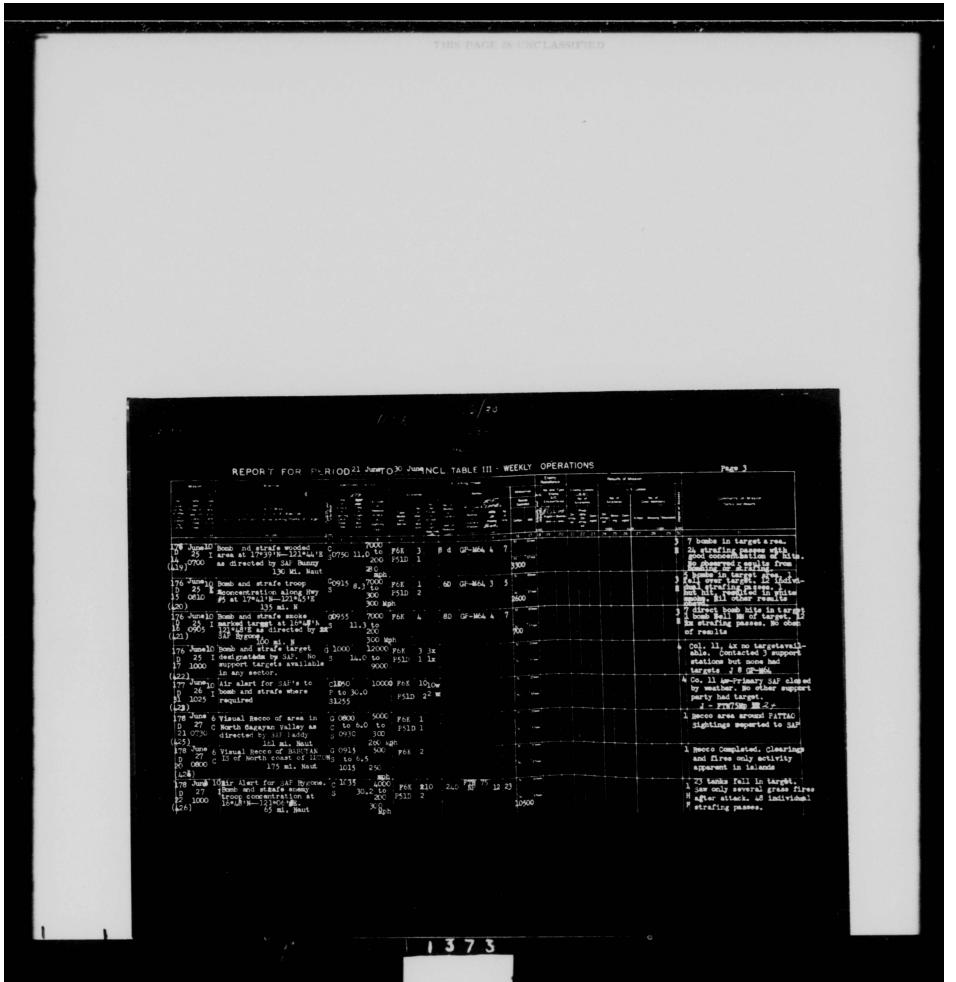
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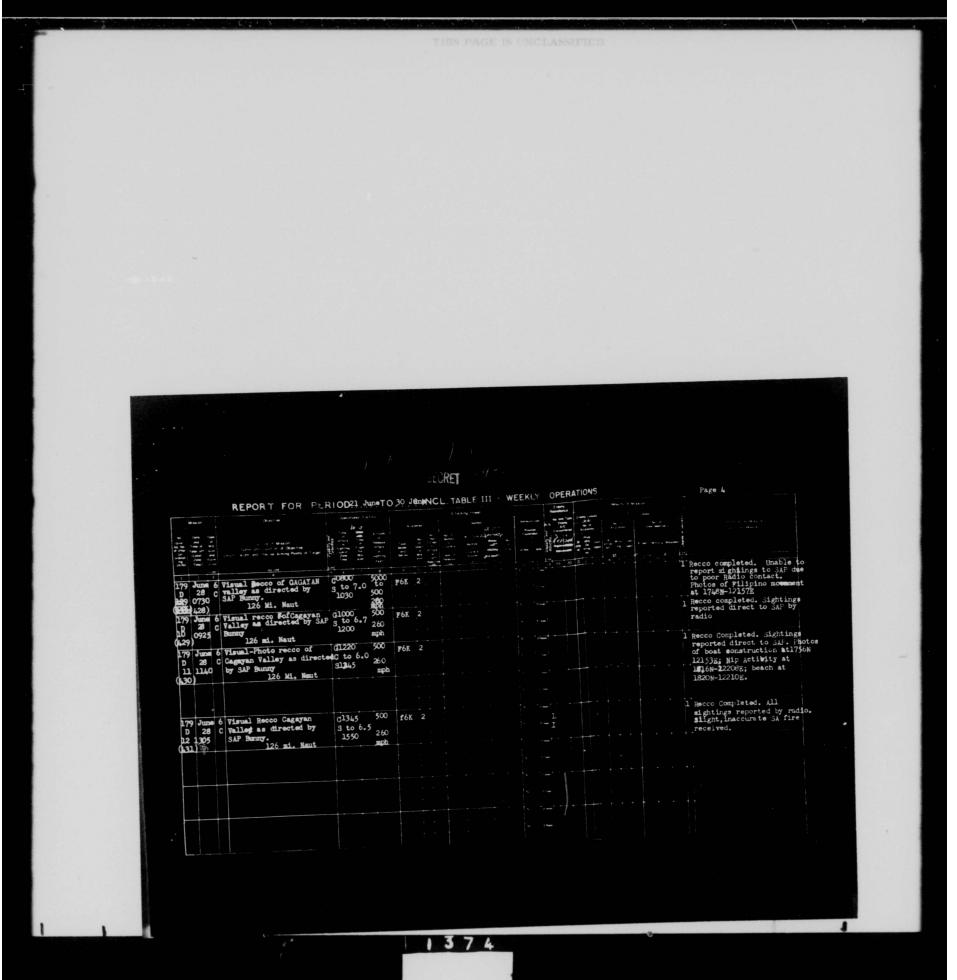
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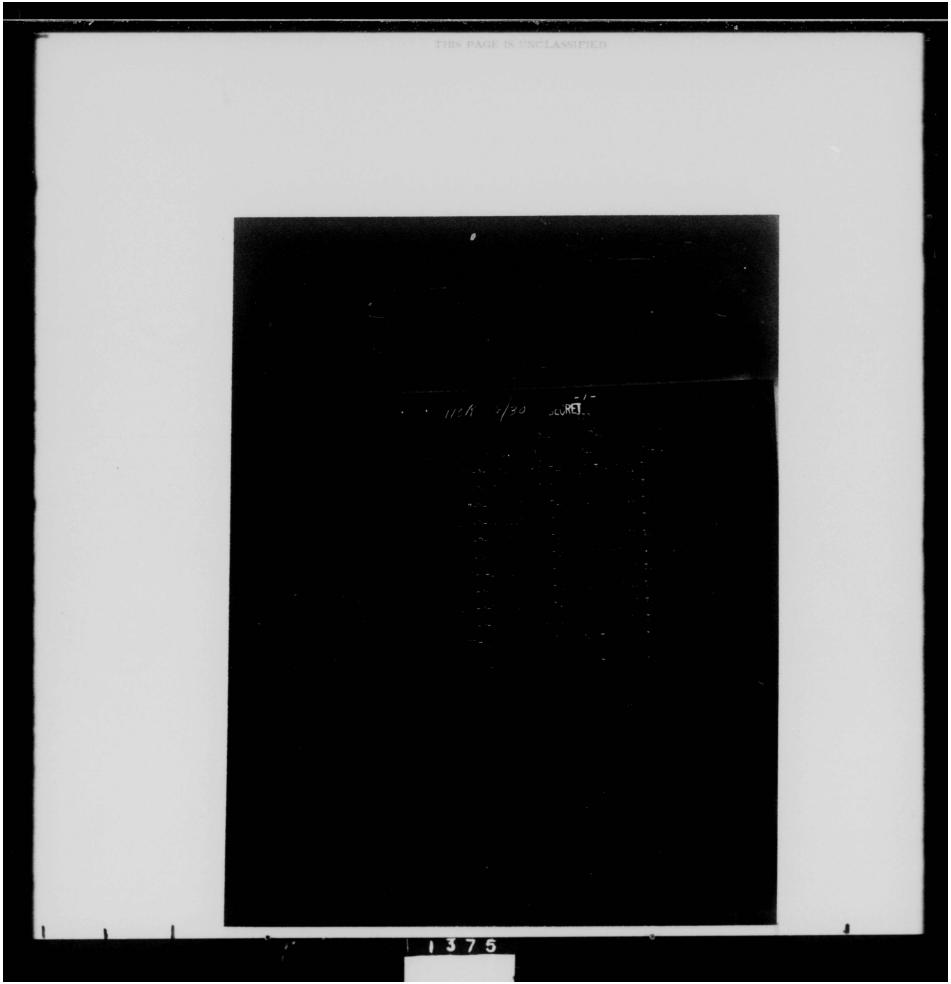
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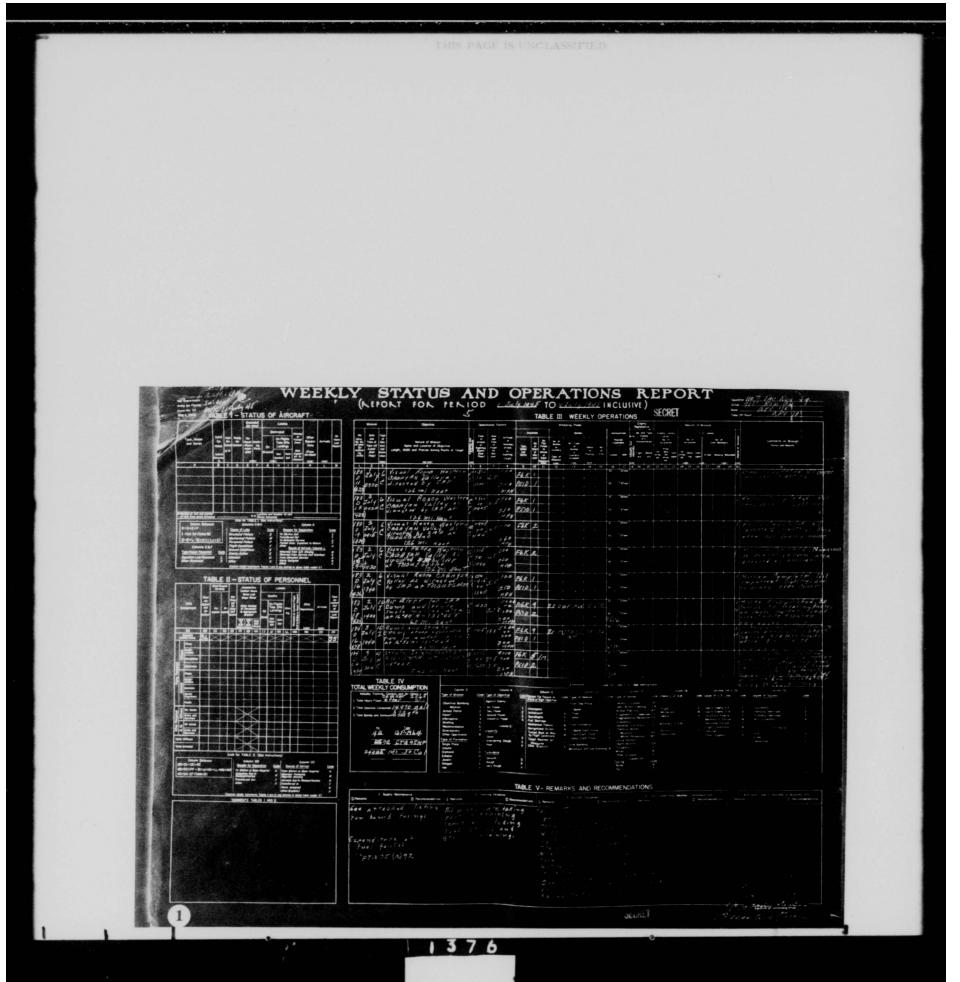
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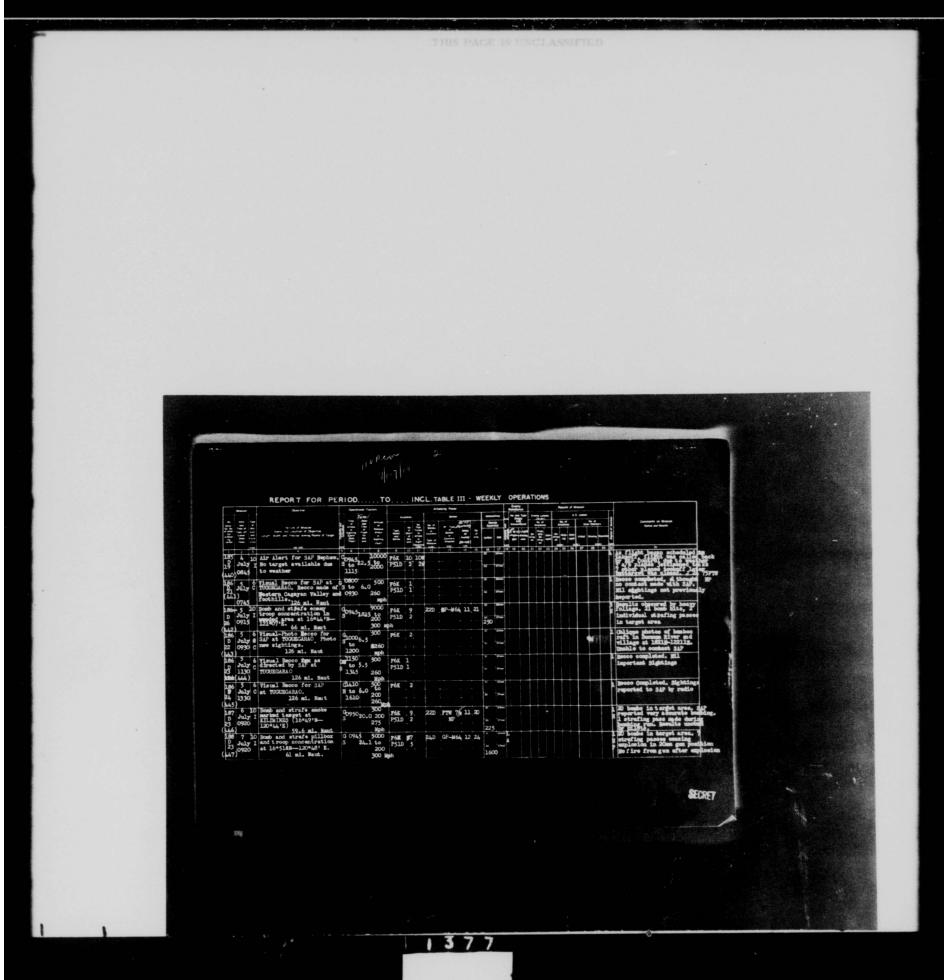
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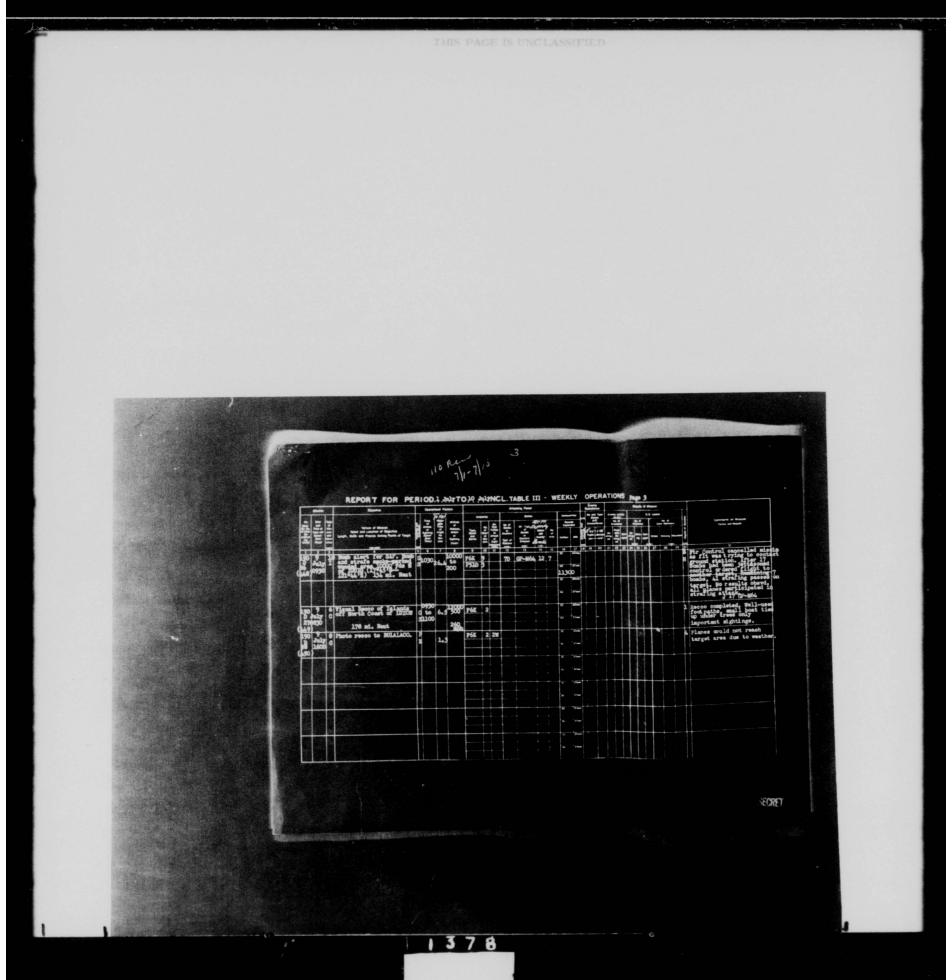
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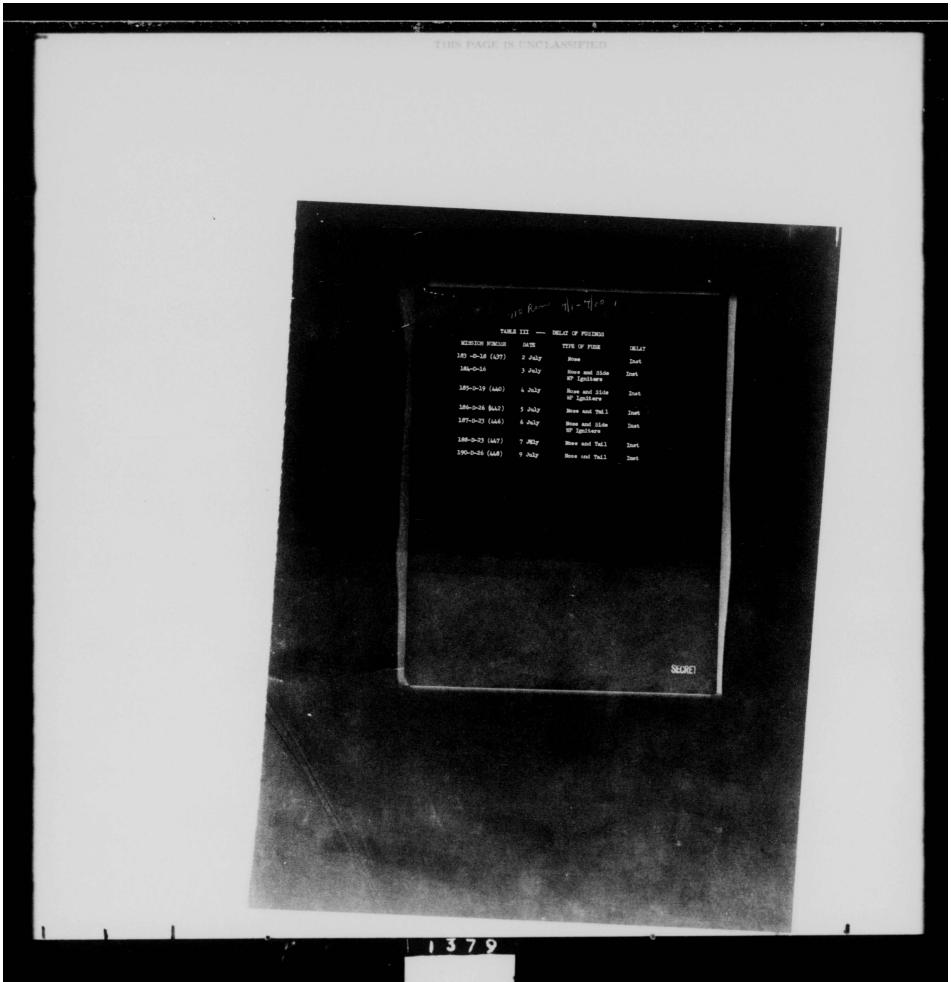
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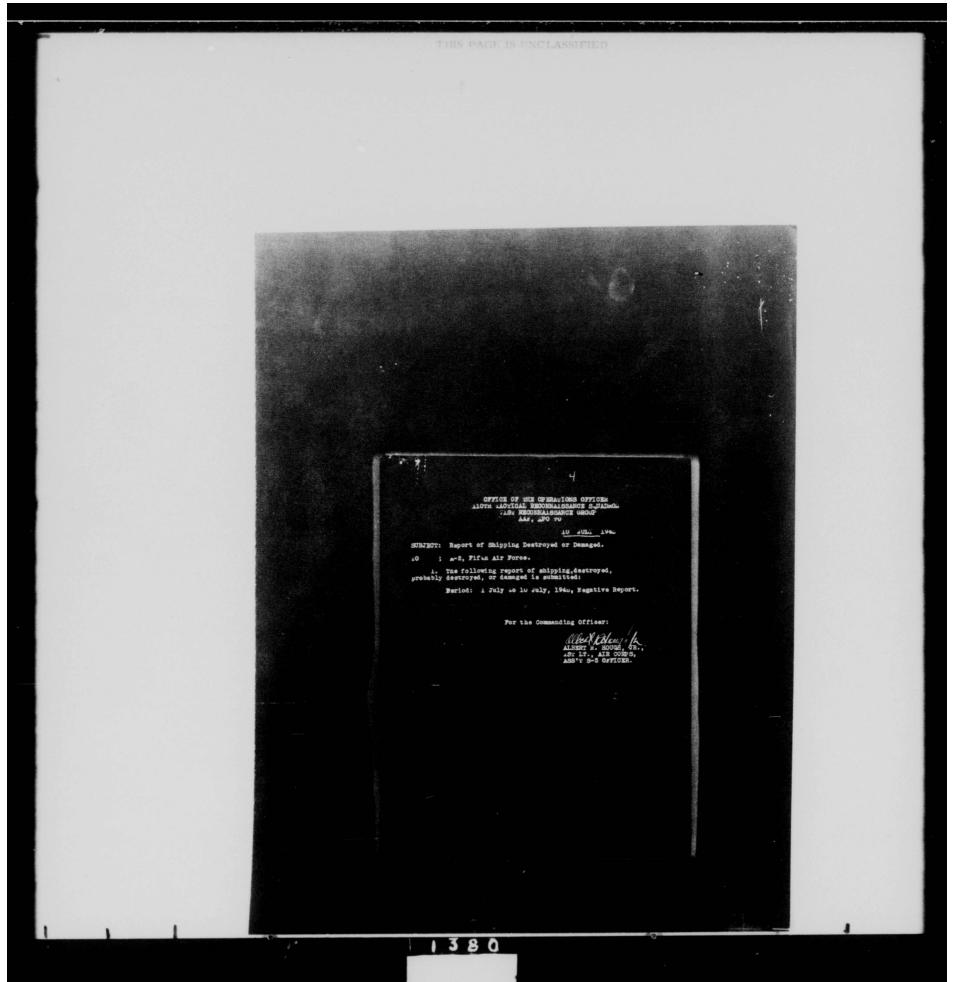
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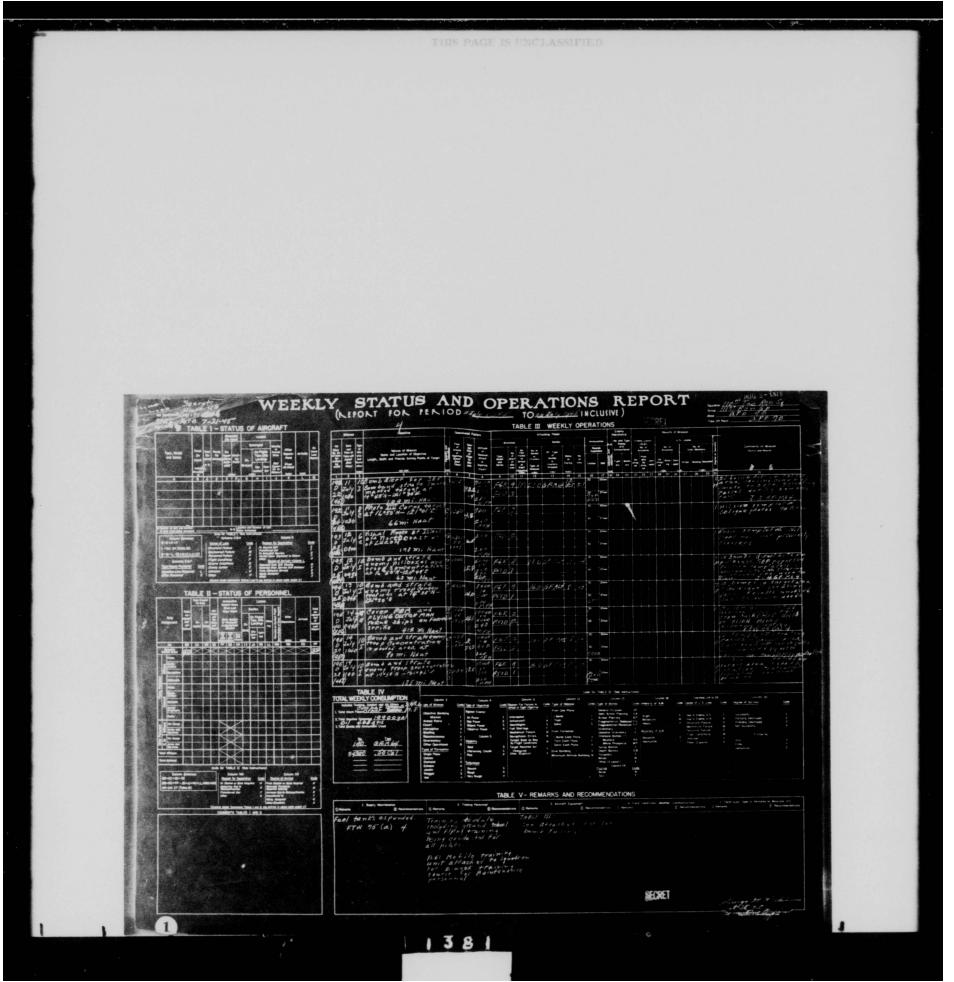
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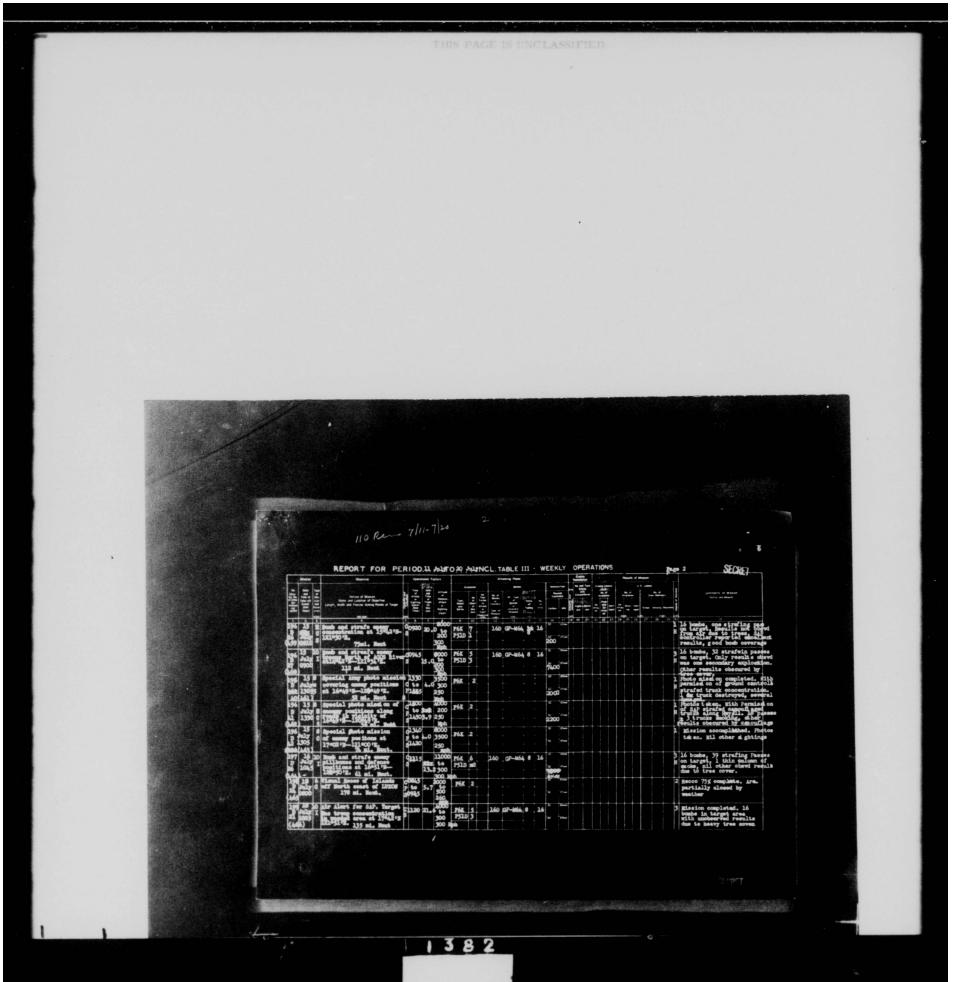
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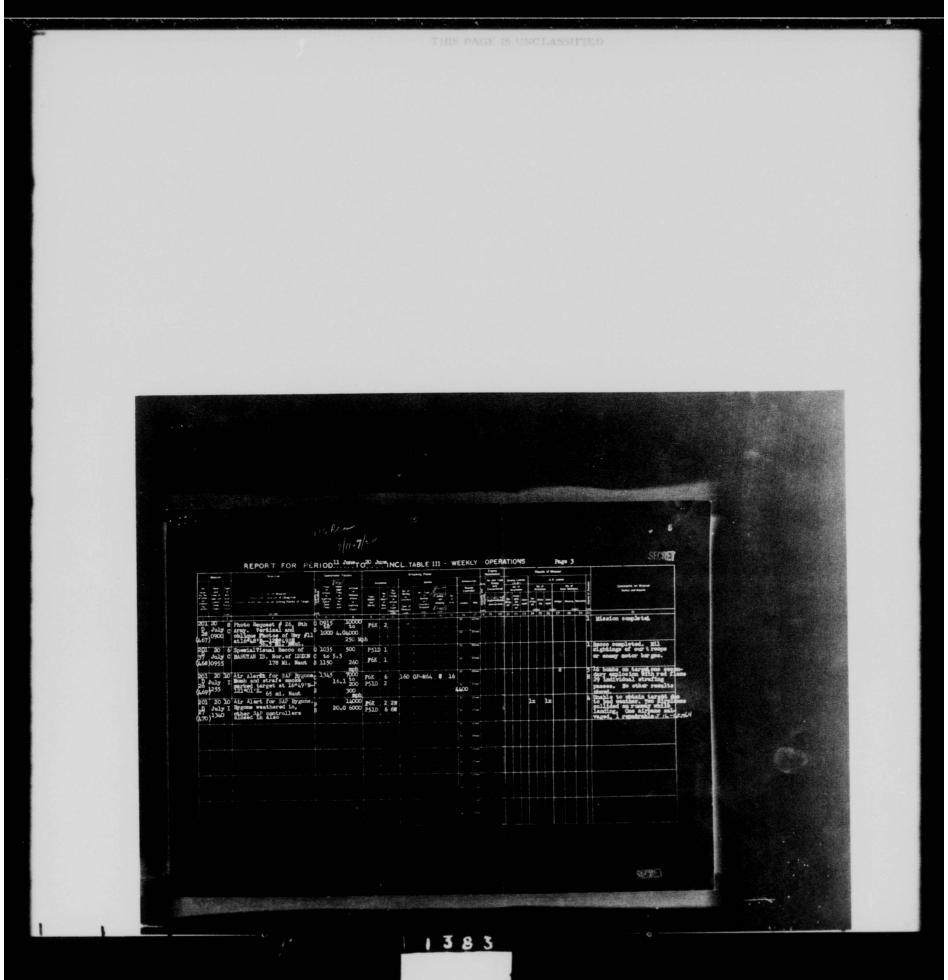
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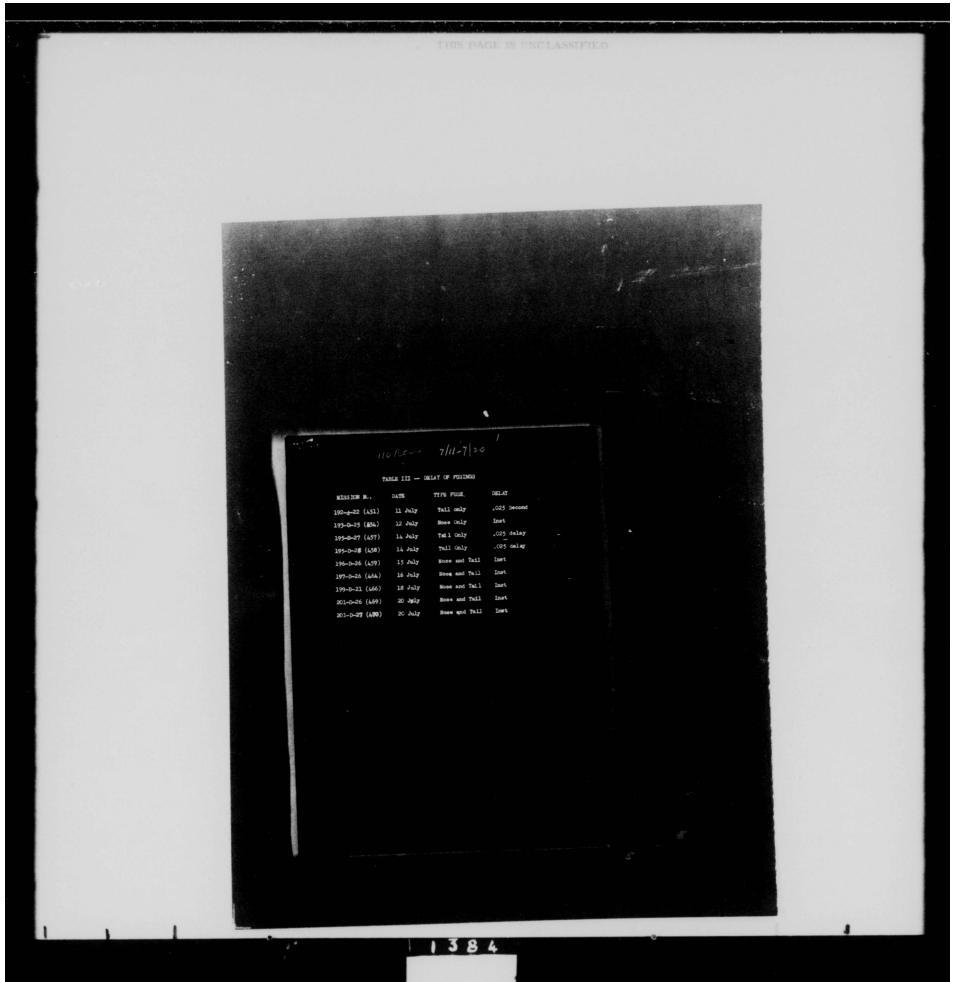
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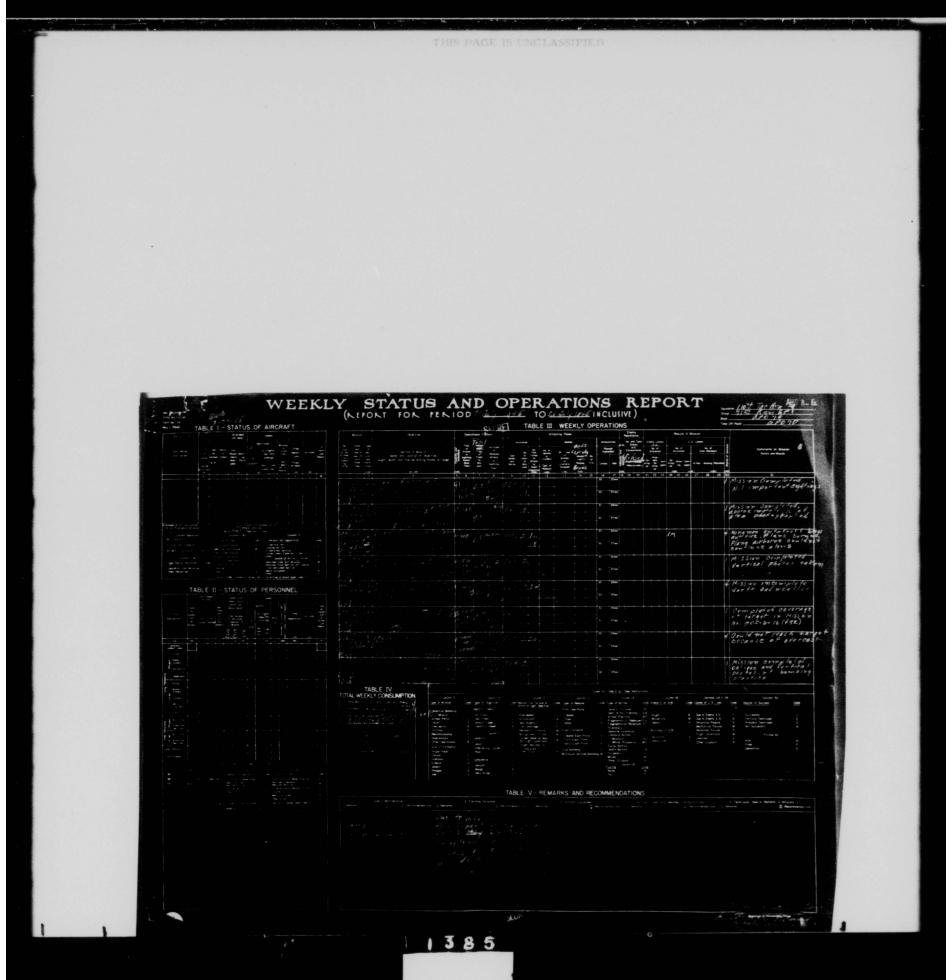
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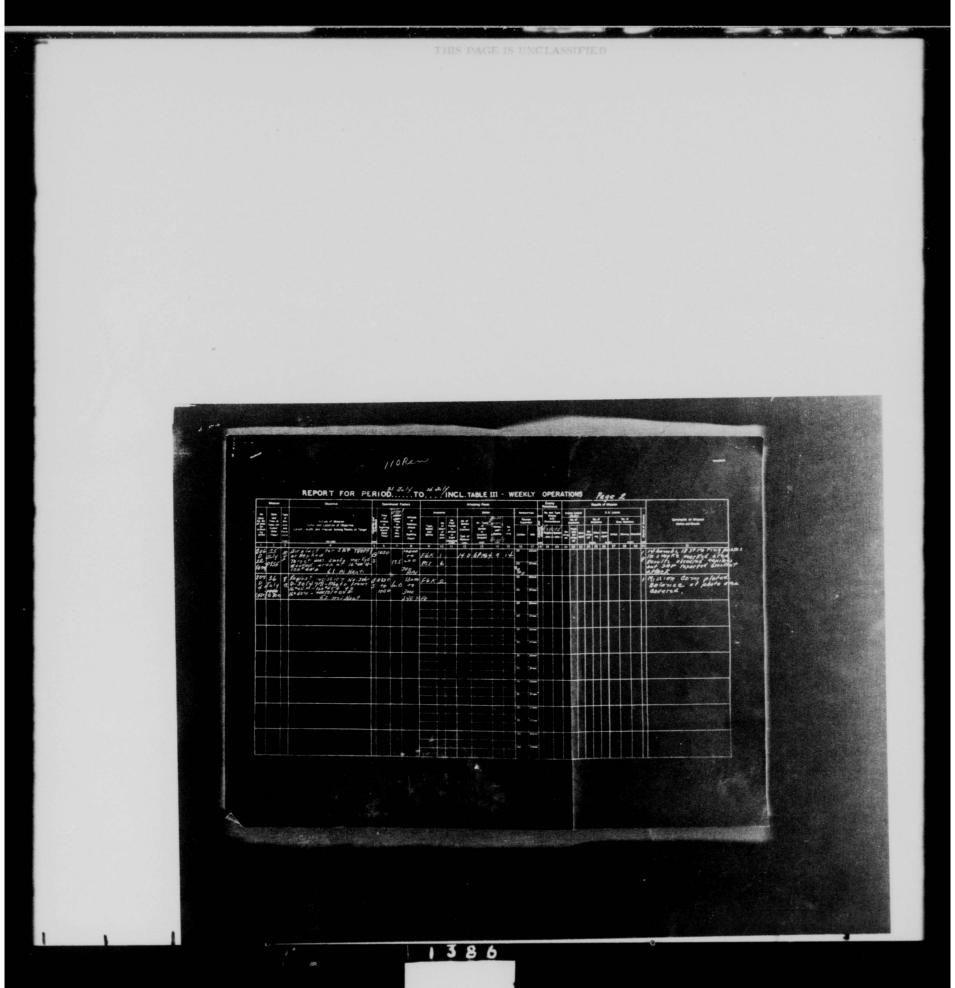
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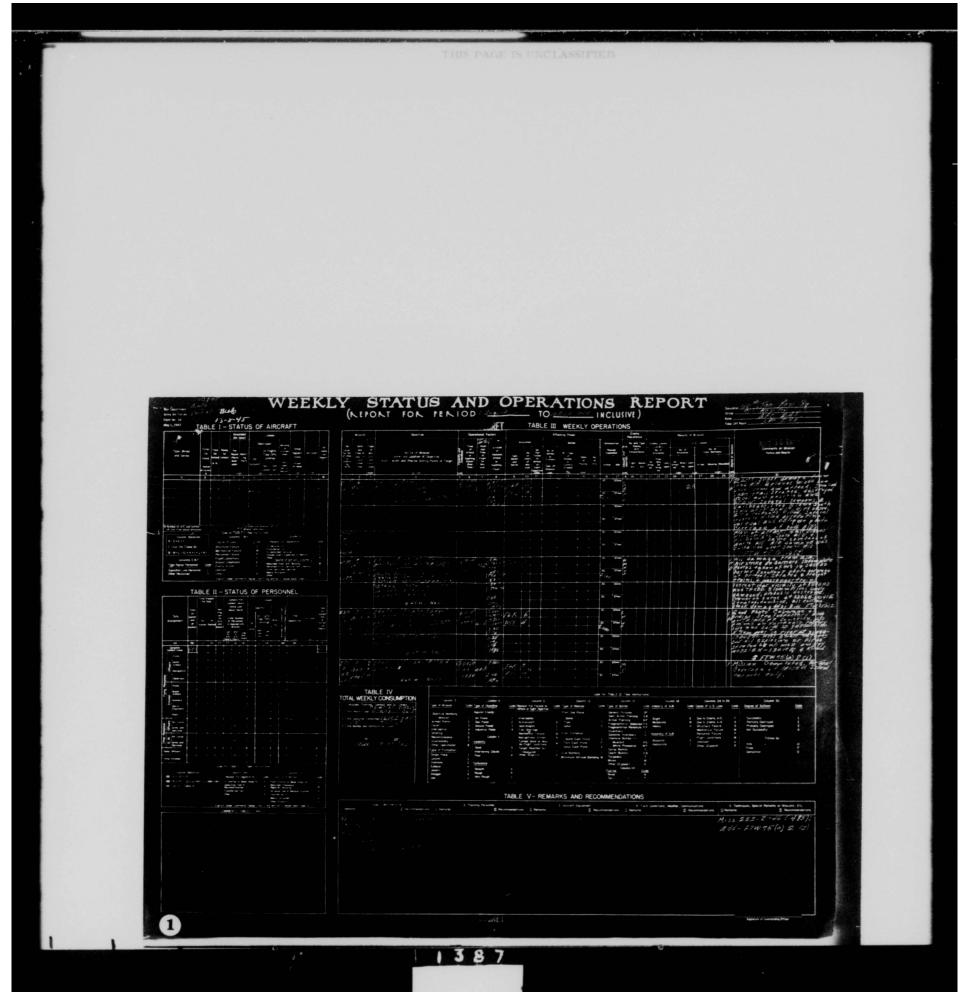
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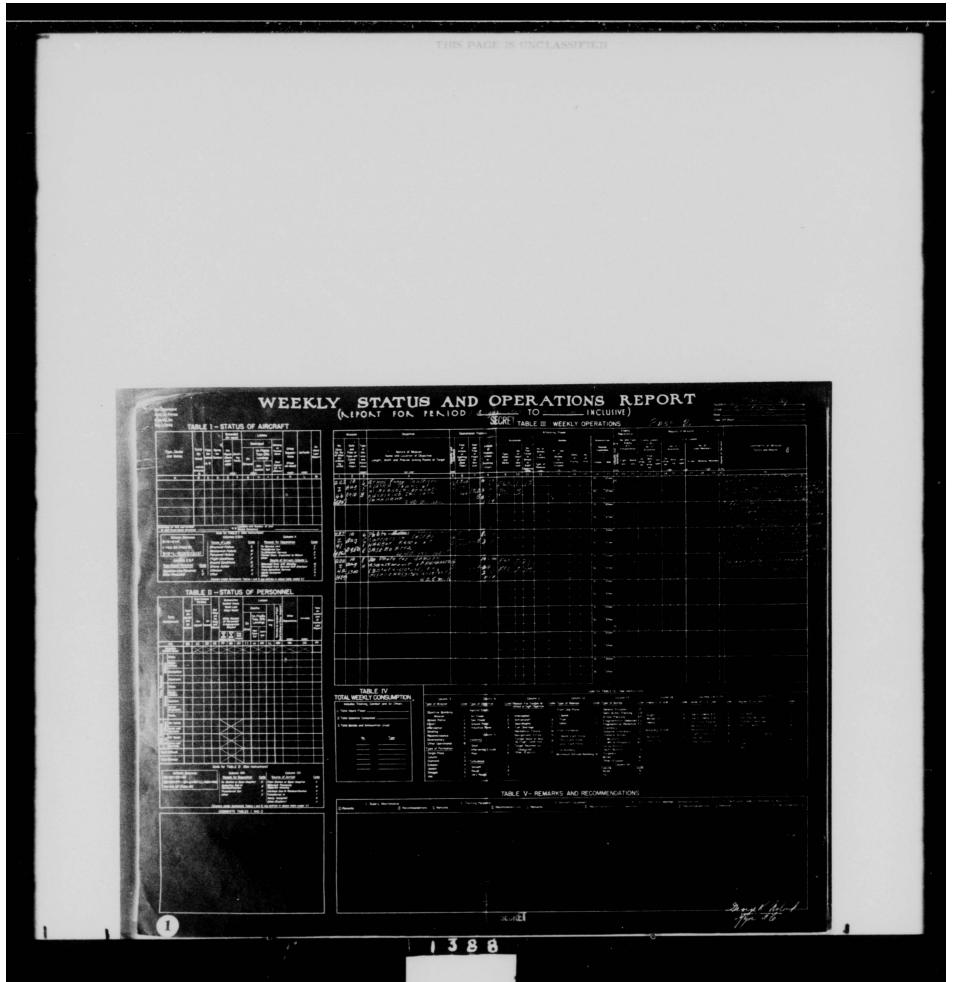
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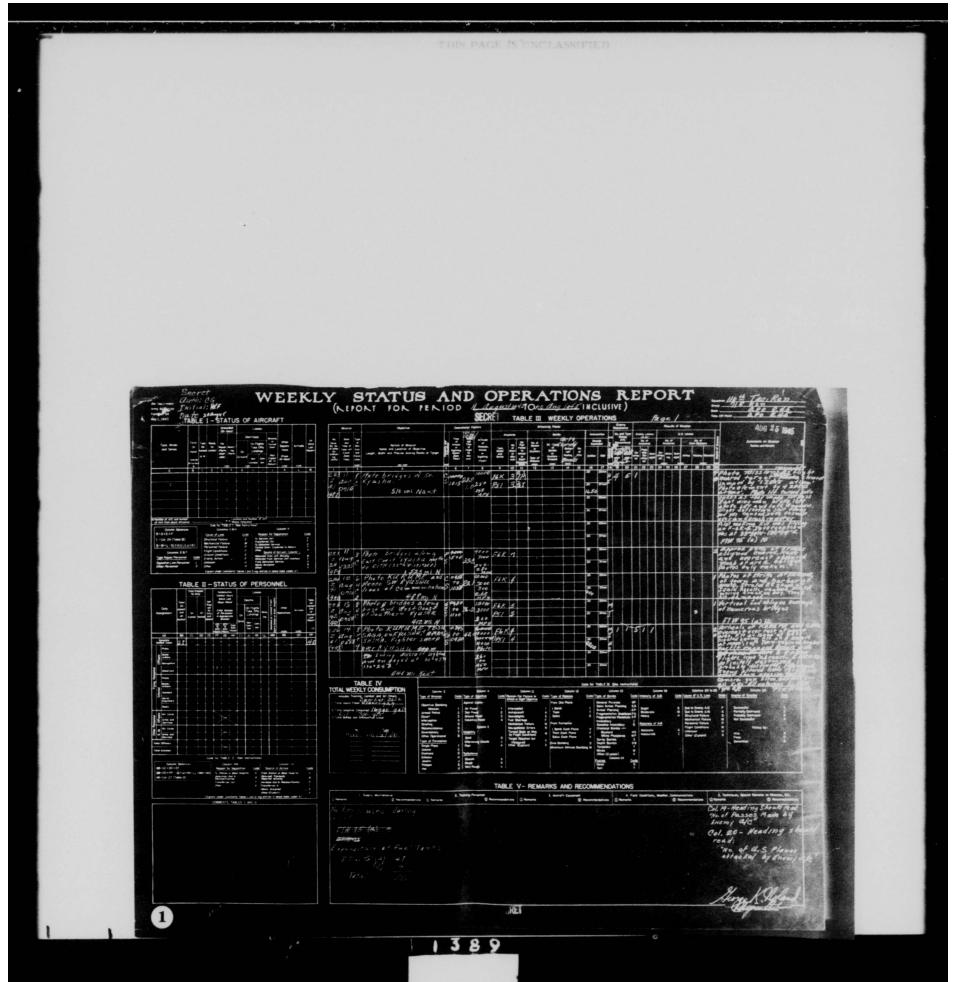
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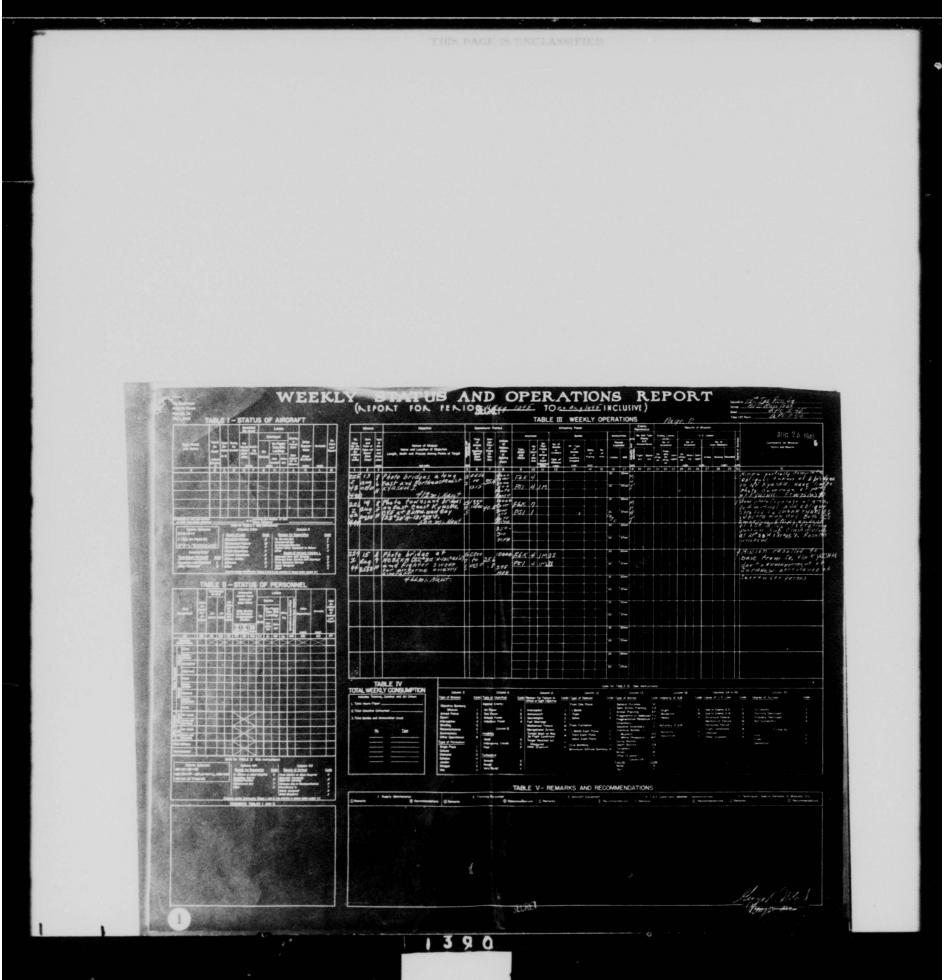
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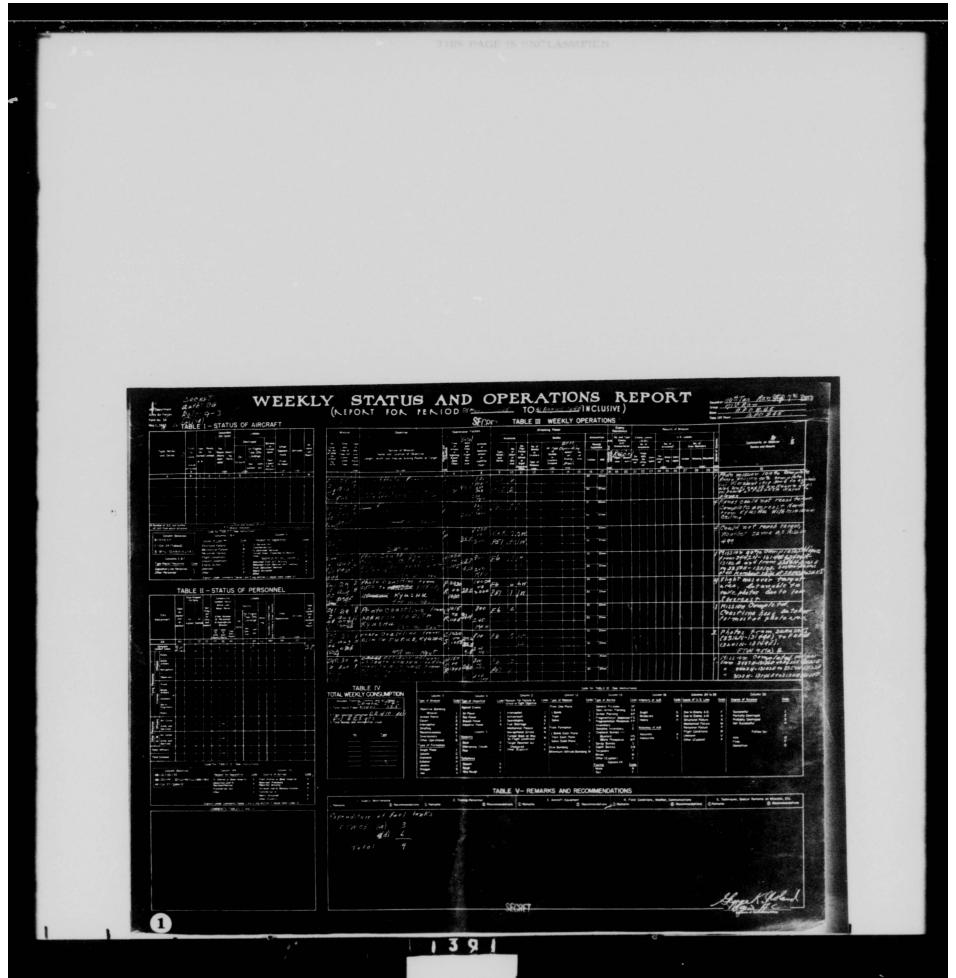
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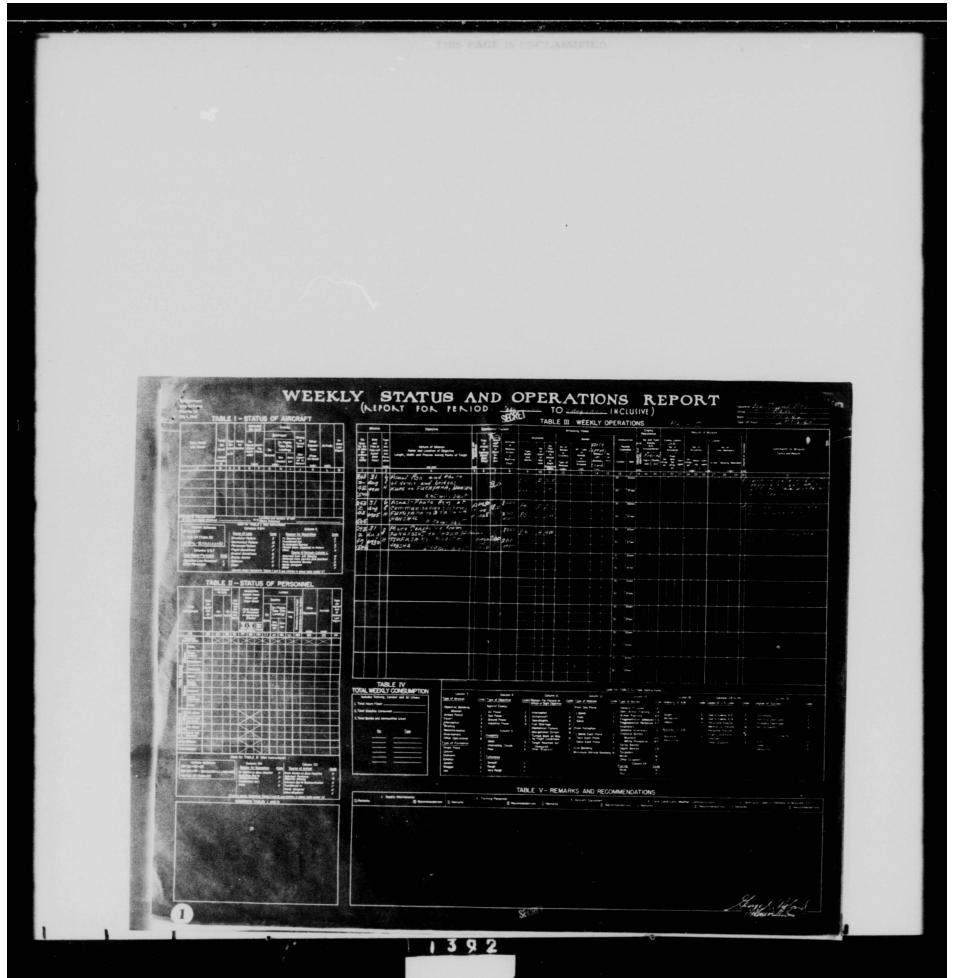
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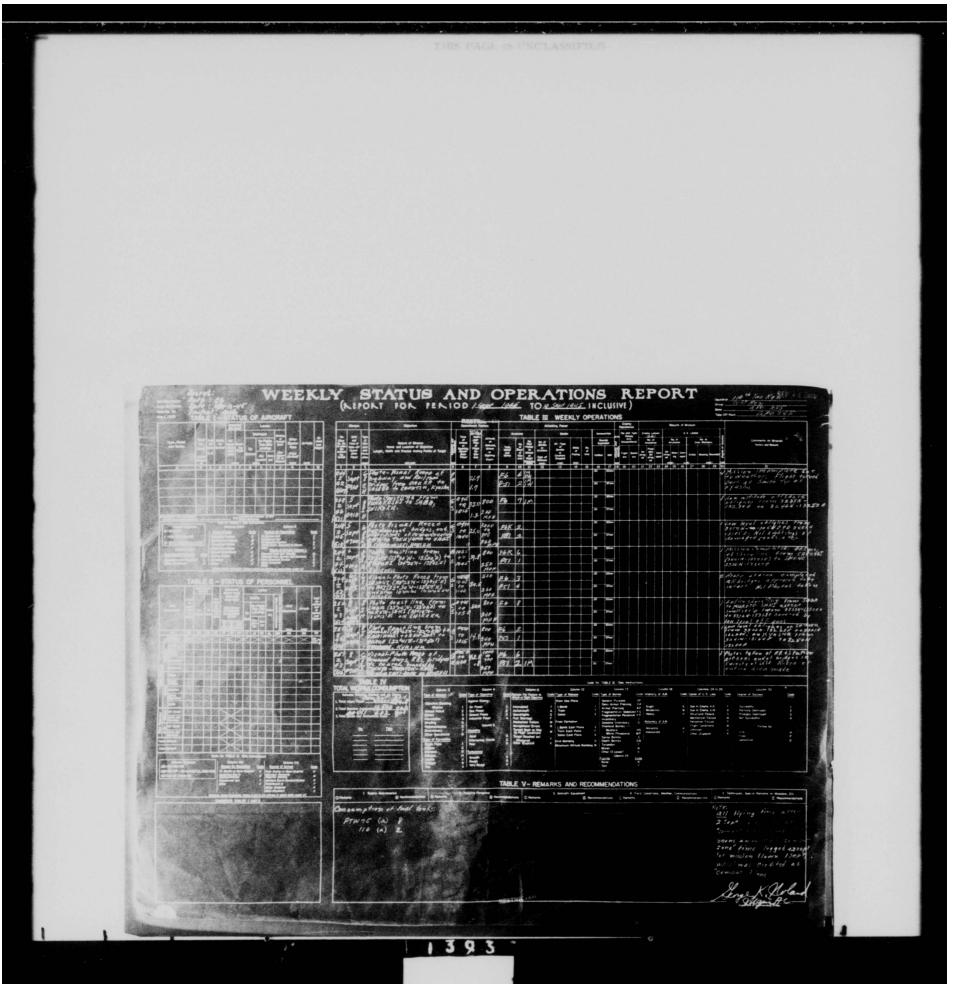
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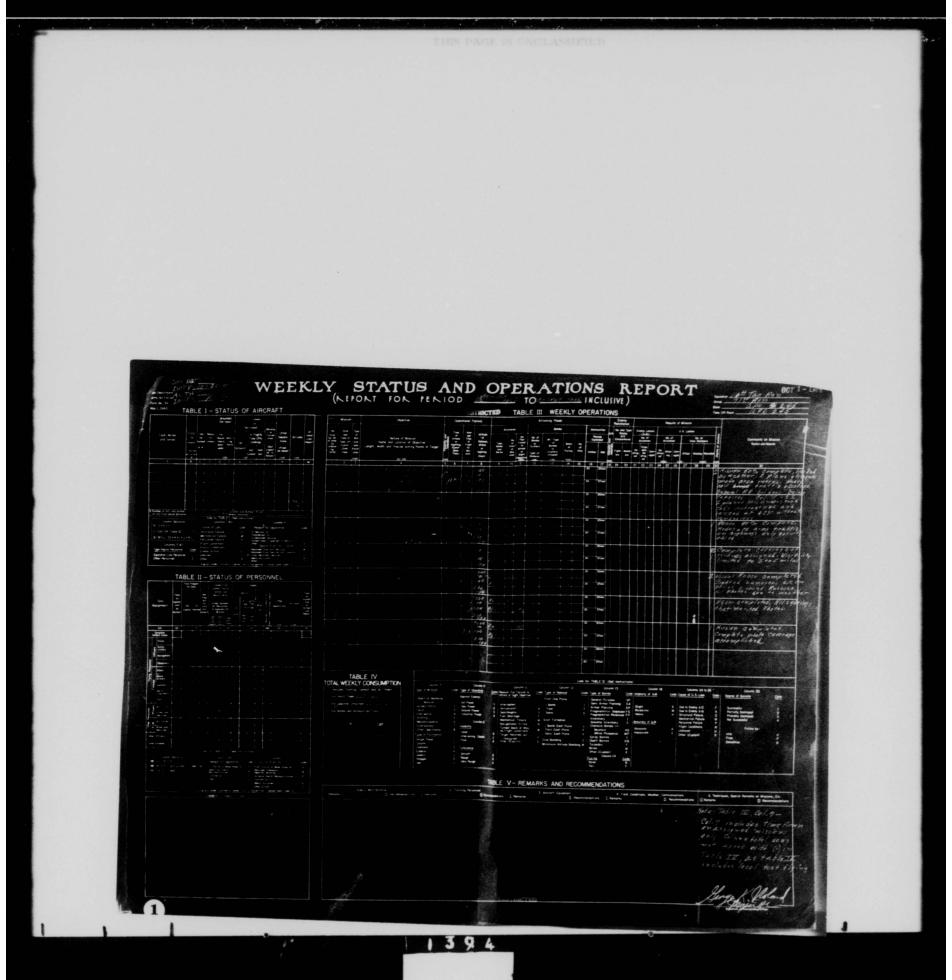
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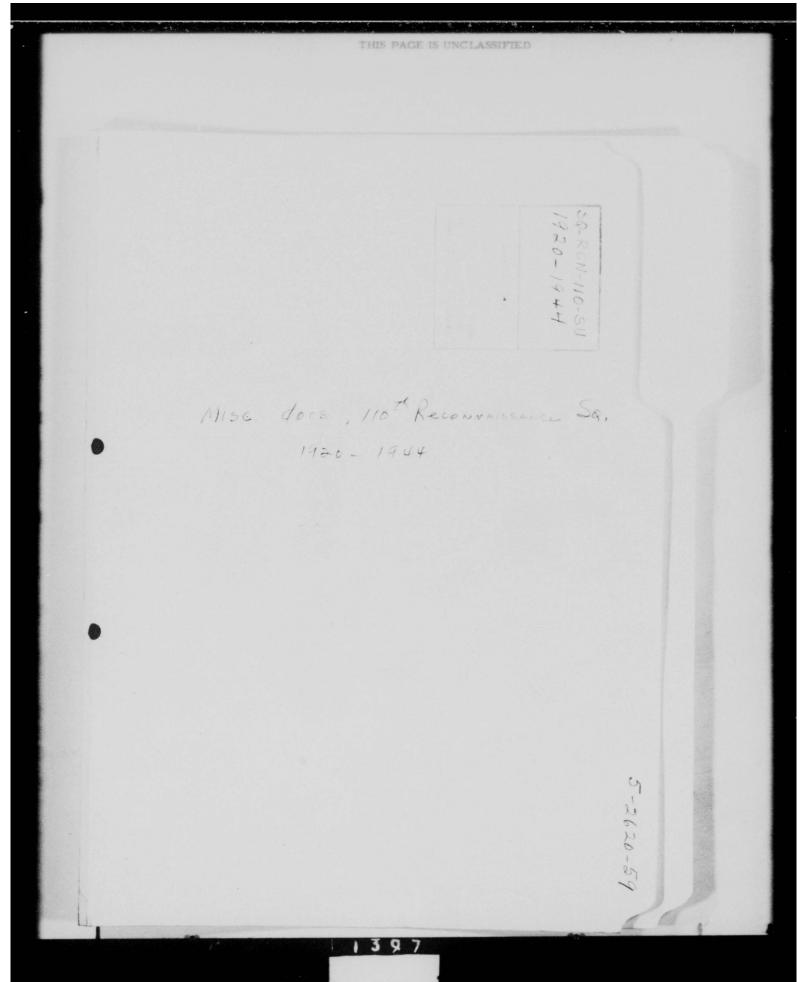
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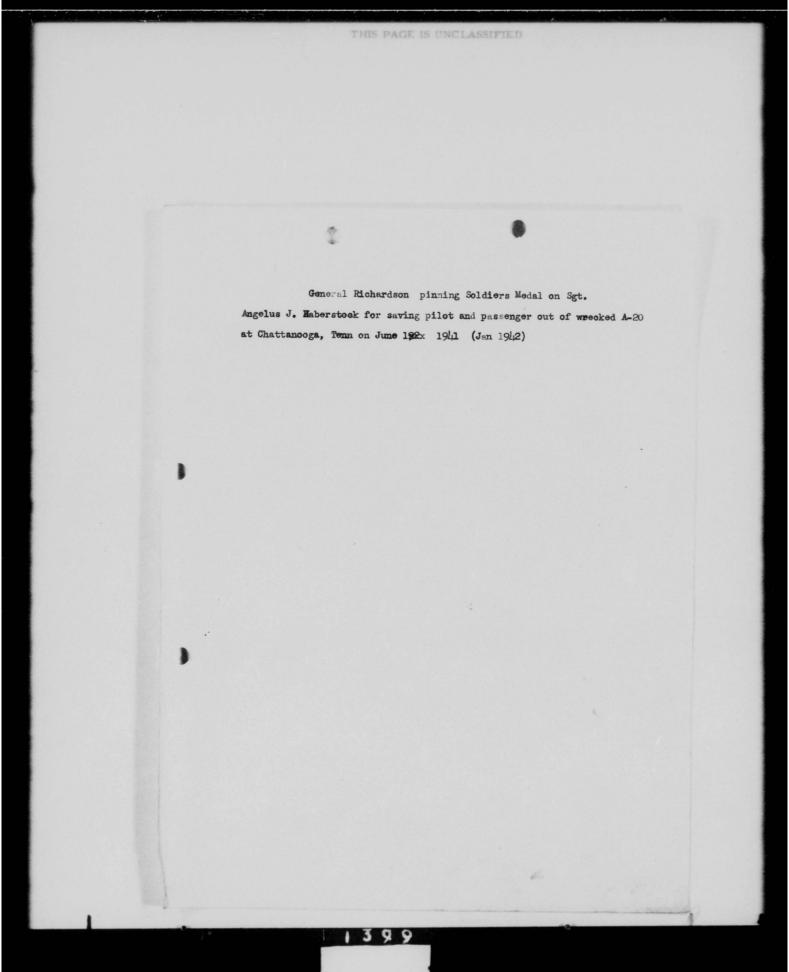
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18 September 1941

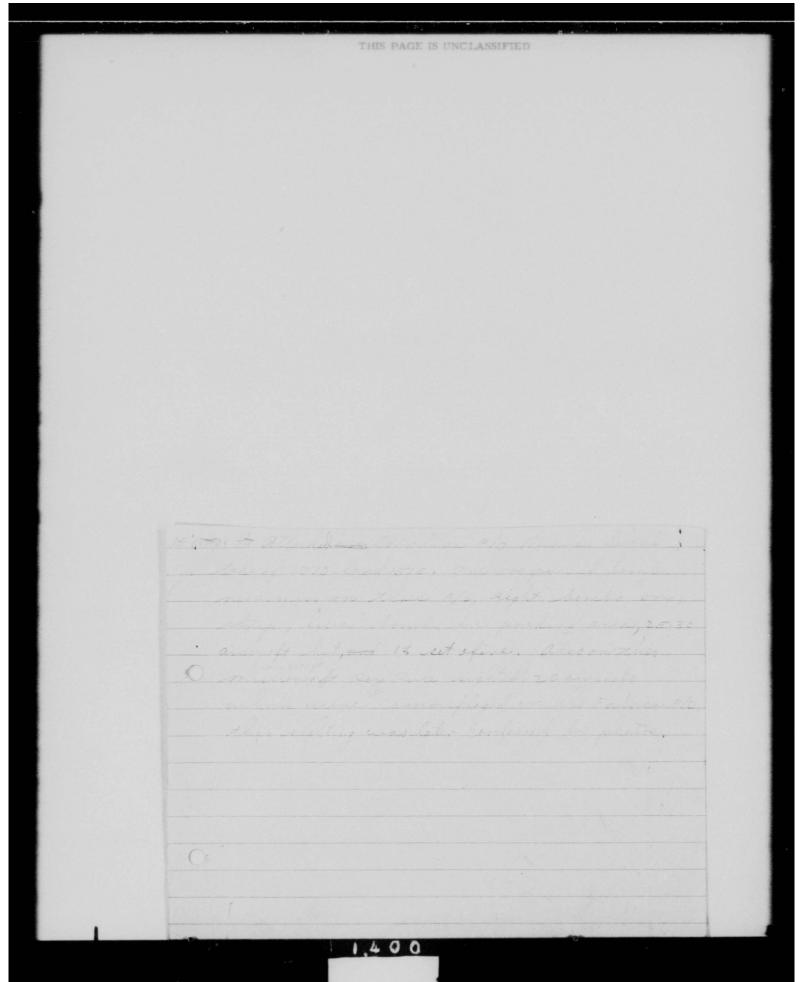
FRANCES DOUGLAS, NEWS DIRECTOR, EMOX, St. Louis, Missouri.
DAY PRESS RATE COLLECT

Major Edwin H. Lauth well pleased with performance of 110th Observation Equadron during Army maneuvers just terminated in Louisiana. Officers and men in excellent physical condition with no injuries more serious than a cut hand received by sook while sutting up chicken for a Sunday dinner. Officers and men all looking forward to possible 15 day leaves after return to Little Rock early next week. Squadron one of few to operate immediately following severe storm here last Medinesday. Tactical missions have been performed regularly day and night from which much valued information of the opposing force activities have been obtained for the ground units with which we were operating. Squadron now forming the Readquarters & Headquarters Squadron of the 72nd Observation Group to be stationed at Rekkeysitismough Fort Leonard Wood after airport there is completed. Captain Archie League temporarily assigned to command the new group. Following squadron officers recently transferred to regular aimy squadrone Captain Pric Keeppel to Tampa, Florida; Captain Ray Entterer Oklahoma City, Oklahoma; Lieut Rugene Zadontseff Langley Field, Virginia; Liout Bennett Wilson 2000 Savannah, Georgia; Lieut Harry Johansen Ferry Command, Hontreal, Cenada. Sergeant Haberstock and Private Ralph Krebs recommended for soldiers modal for unusual bravery in pulling gunner from burning bomber which crashed at Chattanooga during Tennosses maneuver in Jame. Private Ralph Krobs, Arthur Biendiek, Robert Shurig recently sent to army flying school; Sgt. George Sumbreaht, Pvts. Secker, Stauffer, & Robert Grierson have orders to report October 1, and Sgt. Edward Grosshelder, Corporal Theodore Unland, Jr. & Pvt. Joseph Schwaab expect orders soon. These men to be so-missioned second lieutenants on graduation. Corporal Robert Tiefenbrum, Privates Joseph Clooney, Anthony Tripoli, Edwin Bogutski have applied for 20 Sergeant Pilot course

> LAUTH HOTH OBSN SQ



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INADQUARTERS
110TH RECOGNATIONATES SQUADRON (F)
71st Recommissance Group, AAF
APO 705

6 June 1944

SUBJECT: Support of 32nd Division.

TO . Commanding Officer, 71st Recommaissance Group, APO 713, Unit 1.

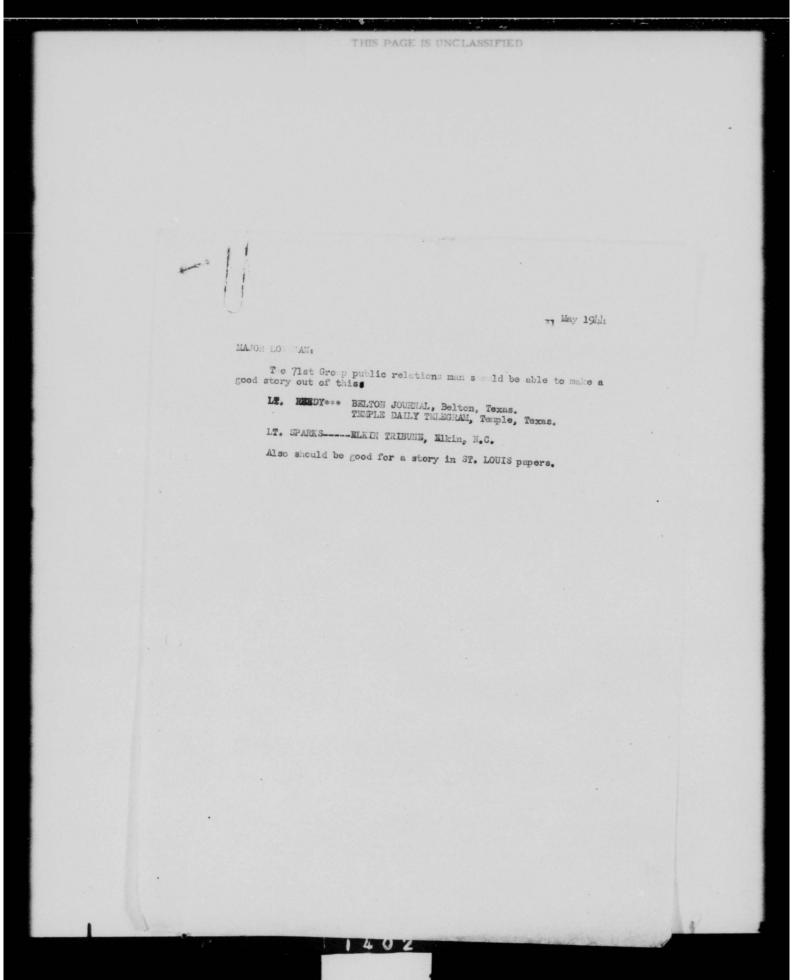
1. The following message was received from Squadron Londer F. Fischer, Staff Officer OPS, No. 10 (Operational) Group, congratulating this equadron on the completion of Mission No. TAD 27, 5 June 1984:

32 DIV AND THEIR POLITIAND COMPANY WISH TO THANK YOUR SQUALEON FOR THE RESILIENT CO-OP GIVEN TO THEM (.) THIS H.Q. ADD CONGRATULATIONS FOR A FINE JOB DONE (.) SIGNED PISCIER

- 2. Copy of mission report is attached.
- 3. This is for your headquarters' information.

For the Commanding Officer:

PAUL W. BRINEY Captain, Air Corps Intalligence Officer



## COMPIDENTIAL

110TH RECOGNALISSANCE SQUARMON (F) 71st Recommaissance Group, AAF APO 713, Unit 2

31 May 1941

SUBJECT: Rescue of F/O GRABTZ.

TO : Commanding Officer, 71st Reconnaissance Group, AAF, APO 713, Unit 1.

1. While on a reconnaissance mission from TADJI 28 May 1944, (Mission No. TAD I, Squadron Mission No. 201), 1st bt. D.M.Reedy sighted a man on the beach at the meuth of the DANNAP RIVER at approximately 1545/k. His head was bandaged and he waved what appeared to be part of a parachute. Lt. Reedy and Lt. Sparks returned to TADJI to report while our other airplanes circled the pilot to afford him protection. The 10th Operational Group was notified immediately. We were ordered to send two airplanes to direct PT boats to the scene. This mission was accomplished by Lt. Reedy and Lt. Sparks.

 $2. \ \, \text{Fire was opened from the shore, but the PT boats were successful in completeing the rescue.}$ 

3. The resqued man was Flying Officer Grasts, navigator, from the crew of 100 Squadron RAAF Boaufort which crash lanced offshore of BUT PLANTATION 20 May 1944. The other members of the crew were lest.

4. The following Postagreen was received from 10th Operational Group RAAF:

POSTAGRAM
TO 110th Recce Squadron TABJI Detachment

FROM 10 OPERATIONAL GROUP (R.A.A.F)

Originator's Number Al-221

The Air Officer Commanding this group has requested that you be advised of his appreciation for the excellent help given in locating Flying Officer CRASTZ at the mouth of the DANMAP River (.) Kindly pass on to the pilots concerned the thanks of Air Commodore SCHERGER and also of FA GRASTZ.

SIGNED S/L I, Melvor

5. This report is submission EGRACE honoguarters information.

BY TAG/95ATE

For the Commanding Officers ORDER SEC APMY

PARA W. BRINEY

Intelligence Officer

ORFIDENTIAL

# POSTAGRAM

TO 110th Recco Squadron TADJI Detachment

FROM 10 OPERATIONAL GROUP (R.A.A.F.) Originator's Number Al-221

30 May 1944

The Air Officer Commanding this group has requested that you be advised of his appreciation for the excellent help given in locating Flying Officer GRAETZ at the mouth of the DAMAP River (.) Kindly pass on to the pilots concerned the thanks of Air Commodore SCHERGER and also of F/D GRAETZ.

SIGNED S/L I. McIvor

# POSTAGRAM

TO 110th Recce Squadron TADJI Detackment

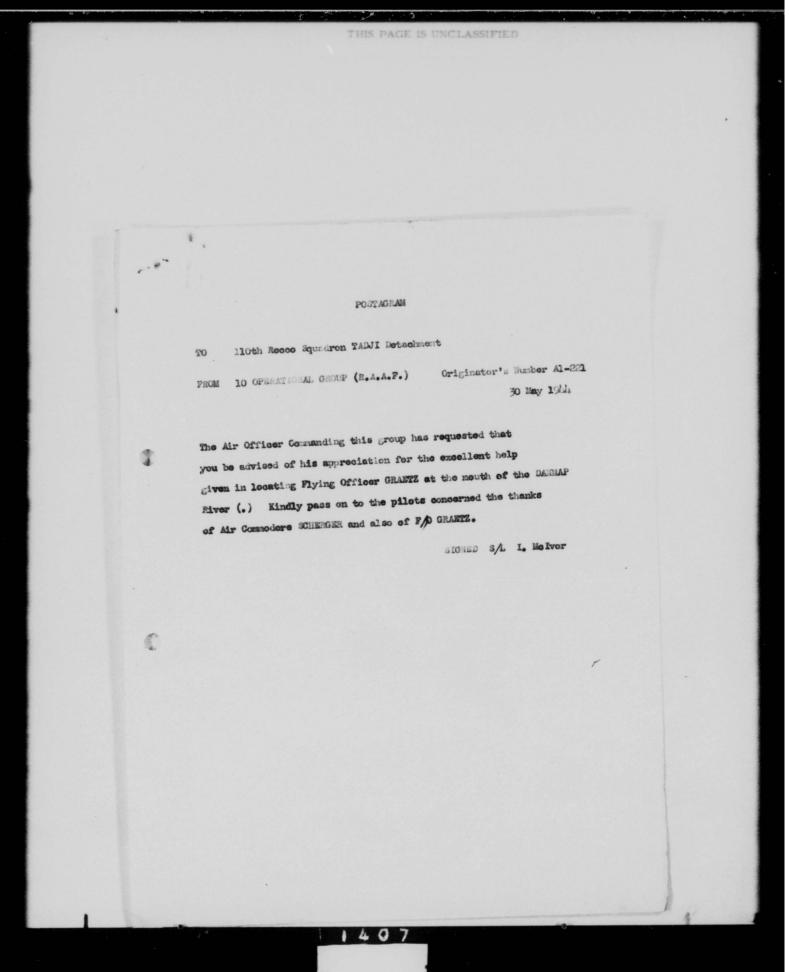
FROM 10 OPERATIONAL GROUP (R.A.A.F.) Originator's Rusber A1-221

30 May 1944

The Air Officer Commanding this group has requested that you be advised of his appreciation for the excellent help given in locating Flying Officer GRANTZ at the mouth of the DANNAP River (.) Kindly pass on to the pilots concerned the thanks of Air Commoders SCHERORR and also of FAD GRANTZ.

SIGNED 3/L I. Melvor

THIS PAGE IS UNCLASSIFIED POSTAGRAM 110th Recco Squadron TADVI Detackment PROM 10 OPERATIONAL CROUP (R.A.A.F.) Originator's Funbor Al-221 30 May 1914 The Air Officer Commending this group has requested that you be advised of his appreciation for the excellent help given in locating Plying Officer GRANTZ at the mouth of the DARRAP River (.) Kindly pass on to the pilots concerned the thanks of Air Commodore SCHESOER and also of F/O GRANTE. SIGHED SAL I. Mc Ivor



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R-E-S-T-R-I-C-T-E-D

HEADQUARTERS ARMY AIR RASE Office of the Base Commander

Esler Field, Louisiana, March 27, 1943.

EXTRACT

SPECIAL ORDERS )
NUMBER 75 )

1. PAC Restricted ltr, Hq 3AF, File 370.5, Subject: "Movement Orders, 71st Obsn Gp," dtd Mar 23, 1943, the following orgns, 71st Obsn Gp, Esler Fld, La, consisting of 0 & EM listed on atchd rosters, WP by air, rail and/or motor, as indicated, to Laurel Army Air Field, Laurel, Miss., o/a March 28, 1943:

Hq Sc, 71st Obsn Gp 17th Obsn Sq, 71st Obsn Gp 25th Obsn Sq, 71st Obsn Gp 82nd Obsn Sq, 71st Obsn Gp 11Oth Obsn Sq, 71st Obsn Gp

This is a temp change of sta. TPA. TDN. QM will furn necessary T to Army Mir Fld, Laurel, Miss. In lieu of sub a flat per diem of six dollars (\$6.00) is authorized for both 0 & EM for travel by military aircraft. ICF. FD will pay in advace alws in lieu of rat per Table II, P/2a, AR 35-4520, smended, at the rate of two dollars and twenty five cents (\$2.25) per day for one (1) day for EM traveling by pvt conveyance. FD 34 P 434-02, 03, 04, 05, 07, 08 A 0425-23.

DESIGNATIONS:

\*\*Air Echelon

\*\*Fvt Conveyance

\*\*\*\*Covt Motor

\*\*\*\*Detached Service

#Absent sick in hospital, Camp Livingston, La, WP proper sta on release.

By order of Lt Colonel BARZYMSKI:

FREDERICK O. REESE, 1st Lt, Air Corps, Adjutant.

OFFICIAL: Prudice O'Run

FREDERICK O. REESE,

1st Lt., Air Corps,

Adjutant.

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2-Dir., Statistical Control, Mashington, D. C.
2-CG, Fourth-Service Command
2-CG, Fighth Service Command
2-CG, Second Air Support Command
2-CG, Lourel Army Air Field, Miss.
1-ASC Liaison Officer, Hqs 3AF

## 71ST OBSERVATION GROUP HEADQUARTERS, 1st Lt. MEYERIEIN, RALPH F. 0-406432 1st Lt. SCOPIELD, WILLIAM E. 0-649117 1st Lt. MEYERNEIN, RALPH F. 0-406432 1st Lt. SCOFIELD, WILLIAM E. 0-649117 1st Lt. STOUELL, RICHARD D. 0-375585 1st Lt. TATUM, JOHN H. 0-854362 2nd Lt. BOYER, ROSCOE A. 0-856663 2nd Lt. HAENKE, MARTYN C. 0-431768 2nd Lt. BOSS ALEPBER D. 0-566500 \* COL. SAMS, WILLIAM C. 0-17317 BAKER, RALPH E. 0-341562 KINE, DUANE L. 0-22435. LEAGUE, ARCHIE W. 0-359656 \*\* MAJ. \*\* MAJ . MAJ. SMITH, WILLIAM B 0-354667 GRUHN, AUGUST W. C-449574 KNAUF, GEORGE F. 0-397313 SEITZ, DOWALD R. 0-342239 WILLIAMS, CECIL C. 0-446441 WINGERT, LOUIS RJR.0-270569 CAPT. 2nd Lt. ROSS, ALEERT P. \*\* 2nd Lt. SCALES, JOHN C. 0-566590 \*\* CAPT. 0-856381 CAPT. \*\*\* CAPT. C. W. O. JACKSON, JOHN H. \*\* CAPT. ENLISTED MEN CPL. LAGOW, WILLIAM A. OPL. OSBORN, JOHN E. RIXHA I, JOHN W. 13049689 HERANEK, RUSSELL L. 37033993 FISCHER, JOHN J. 20758654 13049689 F/SGT 19046034 M/SGT 20229142 PALERMO, ROGGO L. PEREZ, JOSEPH J. CPL M/SGT 6908248 # OPL FRIBOURG, CESAR F. 6532366 REISINGER, FRED M. 20758755 SAWYER, JAMES C. SCITTINGHET, DOM.F. 18107860 \*\*\* CPL \*\*M/SGT 38136821 CLARK, GEORGE D. 6561869 CHARK, GEORGE D. 6550776 \*\*\* CPL. SIM, LORIS A. CPL SCHEEG, CARL W. 20953384 CPL SCHEEG, CARL W. TOWALL T/SGT 19078335 T/SGT 39172700 MEBER, JOE H. 20953384 PELLAUX, CLATEROE A. 19102216 PILLISCH, LOUIS F. 16018833 RAGLAND, HOWARD W. 38047A49 SOMERVILE, JOE L.\*\*\*\* 28131617 CAMPBELL, THOMAS M. 18108035 FLOTREE, HAVING J. 39172716 GUTH, DONALD 19017965 HENDERSON, HOLER A. 37056007 HORM, JOHN H. 39172729 MACERS, JAMES A. 18003549 NORTH, BOBDIE R. 19062766 PALIER, ARTHUR R. 6931236 SOLBERG, CARL W. T/SGT 39172694 CPL. . STANFORD, DONALD A. S/SGT CPL WAGONER, CHARLES W. CPL WAGNEY, KIEWICZ, T.K. CPL WILLIAMS, CLEOTHA. 181917 CPL. S/SGT 12056091 \*\*S/SGT 18086958 S/SGT 18074379 CPL. YARBROUGH, JAMES R. PFC. ALLINSON, GMAR N. PFC BARTON, JACK L. PFC BOZSOLAK, FRANK Z. SGT. 39172714 SGT 20953405 SGT. 20239100 PFC GOLUB, LEON L. 11066833 GOLUB, LEON L. 11066833 MCCARVER, HOUSTON B. 38097616 FEECK, JOHN A. 37049299 SILVA, TOBY O. 7013047 ZOCK, MELYIN F. 19070425 BURD, WOODRON W. 19065242 19051840 SGT. 11066833 PFC SGT. # PFC SGT. PFC SGT. 19062766 6931236 PFC SGT PFC PALIER, ARTHUR R. SGT. 36120262 \*\*\* PFC SHEFFEL, EDMARD B. SGT. SPARR, ANDERS V. 36037612 PVT. BURD, WCCDROW W. 19052824 STADLEY, QUENTIN D. 36047386 \*\*\* PVT BUTLER, LESLIE M. 19051840 VAUGHN, WALTER J. 13045933 PVT CHAMBLE, LLOYD M. 14182320 WERTZ, CHARLES W. 16004695 PVT CHAMBLERS, MARION C. 37226195 BALL, ELGIN E. 36003716 \*\*\* PVT. FLOWERS, MARION S. 39099343 EBIN ETT, IELAND O. 20942756 PVT FRANKS, RAY Z. 18188298 BRUFFIELD, RELL D. 19070869 PVT GODFREY, LOWELL M. 36406741 CHENDENEN, JOHN P. 39172745 PVT. LADKIN, JAMES A. 35400003 BRUING, RIGHARD L. 39306549, \*\*\* PVT. ROBINSON, JAMES A. 33074259 BRUINS, GENE R. 38126533 \*\*\* PVT. SCARMELLA, LESTER R. 1903762 SPARR, ANDERS V. SPARR, ANDERS V. SVADLEY, QUENTIN D. VAUGH, WALTER J. VERTZ, CHARLES W. BALL, ELGIN E. EENLETT, LELAND O. 36037612 PVT. SGT. SGT. SGT. SGT. CPL. CPL. CPL. CPL. 36126533 \*\*\* PVT. SCARLELLA, LESTER R. 19039762 39172670 \*\*\* PVT. SPARKS, UILLIAM V. 36136616 20953424 PVT. YOE, THOMAS J. 18056804 CPL. . BLLIS, GENE R'. HOUK, ROBERT CPL. HOUK, GRAVELLE, CARL W. MEDICAL SECTION 33102370 S/SGT KEVAN, ROBERT A. 36055867 COX, KERMIT B. MAUSSER, HENRY M. 37110490

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|     |      | HODGES, GEORGE M.       | 14091140     |       | MURAIDA, MATT M.  | 36000845             |  |  |
|     | *    | HOLLOWAY, WILLARD A.    | 15084758     |       | NAHRSTEDT, ALVON D.   | 15071974             |  |  |
|     |      | JOHNSON, J.B. (IO)      | 34214447     |       | OCHOA, BERTRUDE J.  | 39083322             |  |  |
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|     |      | LE BLANC, EMILE J.      | 14071329     |       | SOULE, BENJAMIN   | 14077998             |  |  |
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|     |      | MC GEE, JOHN H.         | 38220684     |       | VINYARD, EDGAR L.   | 17046035             |  |  |
|     |      | MALONE, WESLEY L.       | 17021117     |       | WALL, ROBERT F.   | 20953458             |  |  |
|     |      | MERLI, RENO E.          | 36318581     |       | WILK, CASIMIR J.  | 12018026             |  |  |
|     | *#   | MILLIKEN, JAMES W.      | 17010838     | ****  | WYNNE, MALCOLM C.   | 13074347             |  |  |
| 100 |      | MOWRY, FRANK M.         | 32284799     |       | ZEH, EDWARD L.  | 35112317             |  |  |
| 4   |      | MUNOZ, SEBASTIAN        | 19078238     |       | ZEHNER, RAYMOND C.  | 19080533             |  |  |
|     |      | PARMENTER, FREDERICK S. |              |       |   |                      |  |  |
|     |      | POWERS, EARL E.         | 39075029     |       | PRIVATES FIRST CLASS  |                      |  |  |
|     |      | READ, ROBERT R.         | 32058677     |       | V   |                      |  |  |
|     |      | ROBERTS, ROBERT T.      | 35400479     |       | ANTOINE, JAMES G.   | 11009602             |  |  |
|     | ***  | SOPJES, JOHN H.         | 16045633     |       | BAISCH, GEORGE J.   | 6920095              |  |  |
|     | **** | STACY, HERBERT P.       | 15066226     |       | BURKIN, OLIVER C.   | 37137340             |  |  |
|     |      | TOLE, WALKER F.         | 39084263     |       | COPELAND, HOWARD P.   | 4552307              |  |  |
|     |      |                         | 7032899      |       | DARE, EARL W.   | 19082432             |  |  |
|     |      | VITALE, EDWARD J.       | 38091678     | ***   | DAVENPORT, WYNN A.  | 34366068             |  |  |
|     |      | WADLER, HERMAN          |              |       | DEVER, DONALD J.  | 35300327             |  |  |
|     |      | WASSAM, LEE             | 6259309      | ***   | EISENBERG, STANTON R.   | 12045537             |  |  |
|     |      | WHALEN, LAWRENCE R.     | 19039462     |       | FORSEMIN, HAROLD R.   | 37169097             |  |  |
|     |      | WHEELER, BILLIE W.      | 37111005     | ***   | GARCIA, MOSES U.  | 19067850             |  |  |
|     | ~~~  | WILCOTT, ROBERT C.      | 16053098     |       |   | 15013732             |  |  |
|     | ***  | KATZ, BENNIE L.         | 38078519     | ***   | GERTZ, ALBERT I.  | 37096751             |  |  |
| (   |      | CORPORALIS              | 26055502     |       | JAROS, NORMAN   | 38049632             |  |  |
|     | ***  | ASHBAUGH, CHESTER H.    | 36055583     |       | KILGORE, LUTHER E.  | 37087420             |  |  |
|     |      | BEITELSPACHER, REUBEN O |              | Л     | LAND, EDWARD J.   | 19082076             |  |  |
|     |      | BOONE, RALPH R.         | 39150534     | #     | LOCKHART, WILLIAM P.  | 37108135             |  |  |
|     |      | CASEY, ROBERT W.        | 39152903     |       | MC CASKILL, JOE E.  | 34258724             |  |  |
|     |      | CASEY, FILLIAM J.       | 37092240     |       | NORDAN, JOSEPH P.   |                      |  |  |
|     |      | CHRISTENSEN, ALLEN P.   | 36339284     |       | PIWINSKI, JOHN F.   | 35300553             |  |  |
|     |      | DODGE, SELDEN R.        | 15082477     |       | PRINCE, CARYL W.  | 19000494<br>36145868 |  |  |
|     |      | EARLE, ROY E.           | 19051592     |       | RICHARDS, CLARENCE H.   | 39175485             |  |  |
|     |      | EPPS, ROY S, Jr.        | 14029464     |       | STANTON, DARREL O.  |                      |  |  |
|     |      | GLASER, ALBERT A.       | 19040094     | × × × | VALENTINE, CLIFFORD S.  | 12057411<br>36071042 |  |  |
|     |      | GOGOLINSKI, CHESTER H.  | 13026168     | ***   | WILDING, WILLIAM R.   |                      |  |  |
|     |      | GUYER, JOHN N.          | 13039853     |       | WOJTANIS, CASIMIR M.  | 36377978             |  |  |
|     |      | HARRISON, CECIL E.      | 18086540     |       | DD 771 LMDC   |                      |  |  |
|     |      | HENDRICKSON, BERT M.    | 27169322     |       | PRIVATES M  | 17016617             |  |  |
|     | ***  | HENRICKSON, EVERT C.    | 17036693     |       | BAILEY, JAMES M.  |                      |  |  |
|     |      | HILL, FREDERICK H.      | 20935176     |       | BAKER, EDWARD N.  | 16018601             |  |  |
|     | **** | HOUSTON, JULIUS E.      | 15087903     |       | BARTHOLOMEW, EARL J.  | 38197403             |  |  |
|     |      | HOWELL, WILLIAM L.      | 35350318     |       | BEACH, JOSEPH T.  | 20931540             |  |  |
|     |      | HUBBARD, HERBERT J.     | 19062791     |       | BLACKMON, JOHN D.   | 34269166             |  |  |
|     |      | HUNT, JACK              | 34265896     |       | BONI, PETER C.  | 36039475             |  |  |
|     |      | JAMES, WALTER A. Jr     | 18042697     |       | CATALANO, JOSEPH  | 12096749             |  |  |
|     |      | JONES, CLIFFORD E.      | 19064583     |       | COLLINS, ELYMOND S.   | 20249514             |  |  |
|     |      | KEIRINS, JOHN F.        | 32279714     |       | D'ALESSIO, NICHOLAS R.  | 32353342             |  |  |
|     |      | KLEIN, KARL F.          | 37174483     |       | DRAKE, WILLIAM R.   | 19066151             |  |  |
|     | *    | KLOSSNER, WILLIAM       | 37163388     |       | FAISON, ODDIS Y.  | 34331435             |  |  |
|     |      | KRIKORIAN, HAIG K.      | 19062790     |       | FOULER, EDWARD A.   | 14072791             |  |  |
|     | ***  | LA RUE, JOHN W.         | 6873687      |       | FULLER, JAMES E.  | 34267636             |  |  |
|     |      | LAMRENCE, JAMES H.      | .36070812    |       | GILLESPIE, JOHN B.  | 15018640             |  |  |
|     | ***  | LIOTTO, ROCCO C.        | 19065642     | ****  | GUIRL, MORTON R.  | 36039657             |  |  |
|     |      | LOVELESS, ORVAL M.      | 35350294     |       | HAMILTON, WADE H.   | 38065338             |  |  |
|     |      | LUNA, GREGORY R         | 19067859     | #     | HEINEMAN, JOHN V.   | 33288727             |  |  |
|     | ***  |                         | Jr 3534044   | _     | HUCKABAY, FRANK E.  | 18042825             |  |  |
|     |      | MC MILLIN, ROY H.       | 19039697     |       | JACKMAN, RAYMOND E.   | 39075920             |  |  |
|     |      |                         | for the con- |       | CONTRACTOR OF THE PARTY OF THE |                      |  |  |

| JUNGER, VERNET H.  JOACHGERI, SENDEY A.  ***KOKTL, HEINETH L.'  ***KOKTL, HEINETH L.'  JEST JOHN J.  LEE, JUNE J.  DE JOHN J. |  |   | THIS PAGE IS   | UNCLASSIFIED   |   |  |
|---|--|---|--|--|---|--|
| WISNIETSKI, HARRY R. 36045274   | JORGE *** KOKPL  *** KOKPL  *** LAUST  LEE,  MC DO  MC FA  MERCE  MOUDR  MULLI  OLIN,  *** PALIN  PIETR  PETER  PETER  PETER  *** PETIL  ORDNA  SERGE  *** CURN  *** GLENN  LAMBI  *** MIKEL  NASCI  PREVO | HSEM, ERNEST A.  HEIMITH L.J.  MALOT, HENRY I.  PARKE D.  MALD, WILLIAM B.  RIAND, THOMAS J.  R. WALTER F.  Y, GEORGE A.  GAM, CLARK J.  DONALD C.  O, FRANCESCO  ACZYK, THADDEUS F  SEM, BILLY H.  SOM, LEOMARD R.  ARTHUR W.  FELDT, HERBERT J.  RS, DUKE  MEN, ROBERT G.  MEN, ROBERT G.  MEN, ROBERT G.  MEN, RELINO V.  MATS  EE, ROY W.  LEONARD E.  RT, JOHN A.  ALVIN H.  JOHN D.  JOHN D.  TT, MARSHALL F. | 37272801 38256352 19065690 17017544 38202555 37. 35340546 38144540 37274650 32284749 37273569 11031758 6907765 16051732 37270932 36213368 Jr 15033576 38024706 20949059 39243304 37092976 **** 6563263 36150401 19006157 36203112 36001663 19002420 19049985 | PRIVATES FIRST CLASS INTHONY, WADIE L.  PRIVATES FAILES, RUSSELL L.  MEDICAL SECTION  CORFORALS ZSCHACE, FRED E.  TECHNICIANS STH GRADE HANDLEY, HAROLD L.  PRIVATES FIRST CLASS CLARA, EDWARD J. HAMEL, JOHN H. MERRITT, ADRIAN G. PETERSON, ERNEST M. WHITLEY, EARL  CHEMICAL WARPARE SECTI PRIVATES FIRST CLASS GODBOUT, ROGER J.  PRIVATES | 18062629<br>18040954<br>38084985<br>16051145<br>32135666<br>36164170<br>371.65688<br>37114961<br>38202478 |  |
|   | WISN   | evski, harry H.   |  |  |   |  |

# THIS PAGE IS UNCLASSIFIED 25TH OBSERVATION SQUADROL Officers \*CAPT. BLRTIETT, FRANK J. 0-404702 \*CAPT. GORDON, DOWLLD M. 0-025318 \* CAPT. CAPT. HELLMAN, FREDERICK J. 0-902622 \* CAPT \*CAPT. OBEN, JOHN H. 0-307795 \*\*\*\* 1ST LT. \*1ST LT. BROWN, BYRON K. 0-402591 \* 1ST LT. \*1ST LT. JUNNINGS, HORVAL D. 0-425260 \* 1ST LT. \*1ST LT. MOODY, UILLIAM A. 0-413479 \*\*\* 1ST LT. 1ST LT. TAPLSCO, JOHN W. 0-476469 \* 1ST LT. 1ST LT. WINDSON, JOHN H. 0-420939 \* 2ND LT. 2ND LT BROWN, DOWALD W. 0-1549697 \* 2ND LT. \* CAPT. BARTIETT, FRANK J. ELVIN, N.ICOLM P. 0-413530 0-025318 \* CAPT. RANCOCH, CURTIS 0. 0-413530 0-902622 \* CAPT HUNTER, ROBERT F. 0-474003 0-307795 \*\*\*\* 1ST LT ALEXANDER, DONALD 0-725652 0-402591 \* 1ST LT DOYLE, JUST IN J. 0-902648 0-425260 \* 1ST LT KARR, GEORGE R. 0-417156 0-413479 \*\*\* 1ST LT NORTHAY PRIMEDIAL ACCOUNTS \* CAPT. \*CAPT TATE, LYNDALL W. 0-725818 .NORTHLAY, FREDERICK J.0272871 BRIGHT, LYNFORD H.O-659356 \*2ND LT CLURK, WILLIAM C. 0-660244 \*2ND LT LARSON, ERNEST V. 0-725748 2ND LT MOOK, RALPH E. 0-405761 \*\*\*\* 2ND LT HUTCHINSON, MERVILLE W.O-660269 #2ND LT KNAUSE, NORMAN A. 0-854352 \*\*\*\*2ND LT MOSKO, EDUNID D. 0-446532 2ND LT FOLAND, CHARLES E. 0-434933 \*\*2ND LT WALEERT, JONATHAN W. 0-451132 \*2ND LT PAYNE, EDWIN J.0-380022 STRAWN, ESSEY H. 0-725813 \*2ND LT 2ND LT ZOCK, JA ES A. 0-576811 Enlisted Men \*M/Sgt. COLIEY, JESSE B. \*T/Sgt. BARNES, GEORGE B. 6233438 IST SGT VOH SCHULTZ, JOHN G.20758665 T/SGT BLILIR, GEORGE F. 39375576 T/Sgt. KANZENBACH, MELVIN G. 6742616 \*T/Sgt. LIENHOP, LESTER (MMI) 20758704 MIZER, LURY A. MACK, HOWARD S. T/SGT 20758792 \*T/SGT T/Sgt. ST.CLAIR, LESLIE T.Jr. 20953456 6915337 OLSON, JULIAN A. REYNOLDS, FAED D. STRANCE, RALPH G. T/SGT \*T/Sgt. WITZEL, THOMAS L. S/Sgt. ANDERSON, ANDREW A. 36215357 20758669 T/SGT 12004257 \*T/SOT \*\*S/Sgt DAVIS, WILLIAM E. 1701/7975 T/SGT WYNNE, ROBERT H. 20/4/3/289 S/Sgt FROHOFF, CHARIEC L.Jr. 2075/2719 \*\*\* S/SGT BOYER, LATHAM J. 2075/2776 \*\*S/Sgt HARRIS, DOHALD E. 2075/2678 S/SGT BOYER, LATHAM J. 2075/26776 S/Sgt HARRIS, DOHALD E. 2075/2678 S/SGT HARRIS, DOHALD E. 2075/2678 S/Sgt KIEINER, WILLIAM G.Jr.37060406 S/SGT HARPER, JOHN L. 6920/27 S/Sgt LYNN, HARRY C. 1808/2690 S/SGT JONES, SELM. L. 6951/707 S/Sgt M.YER, IEONARD W. 2095/34/38 \*\*S/SGT KILGORE, ERNEST L. 632/2932 \*\*S/Sgt NEWBURY, CHARLES L. 1605/20031 \*\*S/SGT KILGORE, ERNEST L. 632/2932 S/Sgt NEWBURY, CHARLES L. 1605/20031 \*\*S/SGT KILGORE, ERNEST L. 632/2932 S/Sgt SHORROCK, JOHN L. 2043/4727 \*\*S/SGT NAIBONE, JAMES F. 322/2059/5 \*\*S/Sgt STROISHAL, FRESTON E. 3205/203 \*\*\*\* S/SGT SCHILDT, FREDERICK C.A. S/Sgt WINKIE, RALPH E. 2064/5950 S/SGT SUHANICH, JOSEPH(NMI) 1304/5930 \*S/Sgt. DAVIS, WILLIAM E. S/Sgt. WINKIE, RALPH E. 20645950 \*\*\*S/Sgt. FLAMETICH, ANTHONY J. 20953420 SUPERIT A. 6914337 SUPERITOR, JOSEPH (NMI) 13045930 BALL, LIBLIAN L. 15016969 BATILES, JAMES A. 38126614 RENJAMIN, DAVID W. 12004260 S/SGT S/SGT SGT. BLATTES, JAMES A. SGT. EENJAMIN, BAVID N. 12004260 SGT. SGT. CLIN, GEGREE RT. SST. CLIN, GEGREE RT. SST. CUSLIDGE, LEE J. 19063821 SGT. SGT. ELMARDS, ALLEN O. 36131670 SGT. SGT. ELMARDS, ALLEN O. 36131670 SGT. SGT. HALL, JOHN J. Jr. 36136645 SGT. SGT. HALL, JOHN J. Jr. 36136645 SGT. SGT. HAMPOCK, ROBERT N. 3603623 \*\*\* SGT. SGT. HAPPE, INGMAR A. 19062266 SGT. SGT. KINNE, JOHN D. 20014908 SGT. SGT. MARGER, HARVEY SGT. MARGER, HARVEY SGT. MARGER, HARVEY SGT. MARGER, HARVEY SGT. MORTON, PAUL 17014306 SGT. SGT. MORTON, PAUL 17014306 SGT. SGT. SUMBERS, ELMER N. 39036544 SGT. SGT. WOODS, ALBERT E. 36014144 SGT. SGT. WOODS, ALBERT E. 36014144 SGT. SGT. WOODS, ALBERT E. 36014146 SGT. SGT. WOODS, ALBERT E. 36014146 SGT. SGT. WOODS, ALBERT E. 36014368 SGT. SGT. WOODS, ALBERT E. 36014372 SGT. SGT. WOODS, ALBERT E. 36014367 SGT. SGT. WOODS, ALBERT E. 36014363 SGT. SGT. WOODS, ALBERT E. 36014363 SGT. SGT. WOODS, ALBERT E. 36045372 SGT. SGT. WATTERN, GEGIL B. 2075565 SGT. VOOTEN, FILD V. 31131691 CPL. ALLEY, JOHN V. 38136631 Z. ICKE, HEITY C. Jr. 37052264 SGT. SGT. ANCHETA, TRANQUILINO D.39836544 EDINGHEORF, EUGENE F.37082895 ERIX, MY OND J. 39836077 CIOLEK, KENNETH 36180354 DUFFY, EDWARD F. 39206575 CPL. LLIEY, JOHN II.

THIS DAKE IS HNOT ASSIPTED

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Cpl. BALDWIN, CHARLES W. 38136639
                                                                                                                      Fvt. CHURCH, LYLE J.37249428
Fvt. CORDERO, FRANK L.38104876
              Opl. BOND, OBERLY D. 38014136
Opl. CHERVANK, CHARLES E. 35275782
                                                                                                        Pvt. DONDERO, LOUIS D.39838479
   Opl. DELP, TROY L. 39315639
Opl. DELP, TROY L. 39315639
Opl. DONOVAN, CHARLES D. 35355802
* Opl. ELKUS, WILLIAMA. 19026398
1** Opl. GENTLE LEWIS G. 38047435
Opl. HATHATAY, WALDO M. 3424407
                                                                                                                        Pvt. EDGES, LATRENCE J.39036523
                                                                                                            *** Pvt. ERDVIN, RAYMOND A. 38126754
Pvt. FALL, AUSTIN M. 31090268
Fvt. GALICIMAO, SANTOS V396265564
                                                                                                           Pvt. GALICINAO, SANTOS V39636554/
Pvt. GONZALES, ALFRED A.10062758
Bvt. GARCIA, THOMAS J.39251310
Pvt. HAAN, AFFOLD N. 39172711
**** Pvt. HENRY, JOHN K. 16035791
Pvt. HERBERT, DAVID C.12077712
Pvt. HERBERT, DAVID C.12077712
Pvt. IRANEZ, RATROCHNIO 39036549
Pvt. INDERBITZIN, ALOIS 39136272
Pvt. KERN, HENRY G. Jr.30174110
Pvt. KETTERGR, RAMIOTD 37144159
**** Pvt. KNIFONG, WILTH B.30047637
Pvt. KRECH, EDGER 3727133
Pvt. KUSIN, LOUIS M.36389375
Pvt. LOEFFLER, ALBIRT G.37191495
       Cpl. HATHA AY, WALDO M. 342444
***Cpl. INGRAM, BURL R. 38119931
Cpl. LYONS, FLOYD H. 20750762
       ***Cpl. MARTIN, CLYDE G.18075417
               Cpl. PONT, ROBERT E. 39306552
         Cpl. ROBIDEUK, ARTHUR 39306557

* Cpl. SHINTON, JOHN E., 13048842
Cpl. TRAVERS, JAMES F.JE.11042433
              Cpl. BENCHLEY, JAY W. 39836570
               Cpl. COONEY, PATRICK, 38125347
              Cpl. DEBOND, HARRY S. 18039733
Cpl. DONNELLY, THOMAS J. 37058259
                                                                                                                       Pvt. LOEFFLER, ALBURT 0.37191495
  Cpl. DOWN-LLF, THO: AS J. 37058399
Cpl. DOVICHI, MELVIN W. 19067459
Cpl. FORTUCCI, VIRGIL 31139244
**** Cpl. HALL, KENNETH L. 39306487
Cpl. HAR'IS, FRANK J. 20224027
*** Cpl. HOLLETT, ROY E. 35162051
Cpl. KENNEDY, EARL G. 39172735
                                                                                                              Pvt. MOEFFERTY, ED: ND 19050146
Pvt. MIDRID, ANDRY J.39002567
*Pvt. MC NUTT, NILBURN 35350566
****Pvt. NEILSEN, DON D. 00925371
Pvt. OHM, RAMIOND J. 6261791
Sgt. BOSENBLATT, SEYMOUR, 11100434
 Opl. KENNEDY, EARL G. 39172735

Cpl. MAPKS, SOL 36323905

Cpl. NASH, WILLIAM W. 36024429

Cpl. RILEY, THOWAS J.38136814

Cpl. SALAZER, WRAIM T. 38003705

*** Cpl. STDRY, JOHNNIE F. 38136835

Cpl. WALLACE, WILLIAM P.38024911

Cpl. WILSON, DONALD C. 19078435

*** Cpl. WORSHAN, WESLEY H.18058031

Cpl. WORSHAN, JAMES T. 38126869

*** Cpl. SIMMONS, WILLIAM H.39172783

Cpd. ALLEY, JOHN W. 38136631

Pre. AFDENU EWIRETT H. 39172460

***Pfe. VELIAR, RAYMOND F.19065350
                                                                                                                      Pvt. OGLE, CLAUDE M.JR, 34265836
Pvt. OLSON, WALLACE P 37271508
                                                                                                                       Pvt. OPD/HL, HENRY, 37271852
Pvt. FEPOON, EDW/ARD M.37274047
                                                                                                                         Pvt. PLAZA, RALPH G.39836574
                                                                                                            Pvt. RAUTERDIN, LLAN H 37175110
*** Pvt. SBISA, ANTHONY J.Jr 36195195
                                                                                                           *** Pvt. SILVA, BENTIE 30165720
Pvt. STULRT,SHITT S,1A041601
Pvt. TACATA,SHITCHO T.39036538
                                                                                                            *** Pvt. TilliDOR, Antonio M. 39836575
                                                                                                                         Pvt.TORNEHCE, TESLEY D.19082361
Pvt.TSOODIE, JAMES 0.38024843
Pvt. WATTS, THOMAS B.35453401
    ***Pfc. VELIAR, RAYMOND F.19065350
Bfc. BEIDE WELL, JOFN M. 38147371
       Pfc. BOVE, LEE C. 38014445
***Pfc. BRASFIELD, WILLIAM E. 19083781
Pfc. COCKLIN, VIRGIL O. 15073733
Pfc. CORPUS, ANDRES E. 39236580
                                                                                                                         Pvt.YLTES, RICHERD J. 16037013
                                                                                                               MEDICAL SECTION

T/5 BEVERS, CHARLES J. 20758687

T/5 CALCE, ANTONIO (MMI)32185131

T/5 CALME, MILIFRED F.32185623

*** Pre.GILL, JOHN E.36163991
               Pfc. DARBY, RAYMOND L.
                                                                        19094906
              Pfc. DAY, FRANK S.
                                                                            32326347
    *** Pfc, GAIDE, HARRY
                                                                            19067802
**** Pfc. GEBAUER, PHILLIP E. 16051163
                                                                                                               Pvt. JOHNSON, GEORGE A. 19065529
*** Pvt. FEAVY, MAURICE V. 16036112
*** Pvt. BACA, ORLANDO (M.I)JR 3901687
              Pfc. HOLMBERG, DONALD R. 19094905
              Pfc. HOOPER, GEORGE M.
Pfc. JANIGIAN, MICHAEL
                                                                            39306622
                                                                            19083793
                                                                                                                *** Pvt. PAGE, SCOTT D. Jr. 17043737
    Pfc. JINKS, GEORGE W. 34291240
*** Pfc. JOHNSON, JOSEPH C. 19082427
                                                                                                                         ORDIANCE SECTION
Set. BLAIR, ELMER R. 17042057
Set. OLICH TER, TRACESLUS S.
              Pfc. JORE, VIRGIL G.
                                                                            39383584
              Pfc. KEYS, LEE A.
Pfc. KNUCKEY, CLYDE E.
                                                                            38126823
                                                                            38003663
                                                                                                                                                                                 36001611
               Pfc. MCKAY, NICHOLS L.
                                                                                                                *** Sgt. RAGOMESE, DAN (NMI) 36001631
Opl. EDDY, WILLIAM B. 16067651
Opl. BEARD, DALE E. 19000306
                                                                            19078164
               Pfc. MILLER, JOSEPH P.
                                                                            38021.722
               Pfc. MOSS, LATRENCE C.
                                                                            20939607
              Pfc. NANCE, PETER O.
Pfc. REES, REGINALD R.
                                                                                                               COL. BEARD, BLEY E. 19000308

*** CPL. HAZLETT, JOSEPH R. 35128293

Pvt. MAGEE, LLOYD F. 36202393

Pvt. MILCONB, JUNIOR R. 35371702

Pvt. MCCLOUD, CLIVER V. 3541629:

Pvt. MCCOCKLE, JOHN C. 15322665

Pvt. MCCOY, CLIVER J. 35397309

Pvt. MILBURN, GROUGE E. 36251956
                                                                            38047658
                                                                            19102204
    *** Pfc. BOBINSON, ERCELL U. 15087816
Pfc. SCHLEFER, FRINK C. 19039706
Pfc. SIPSON, HARRY H. 39306394
Pfc. VOSS, UILLIAM T. 20419005
Pwtt. BENCHTOLD, VINCENT 33362454
Pvt. BIVINS LV D. 20006666
               Pvt. BIVINS, JAY D.
                                                                             38003669
                                                                                                               Pvt. MILBURN, GEORGE E. 39251956
*** Pvt. PREZIOSO, ANTHONY P. 6996965
              Pvt. BOURGEOIS, LEC R.
                                                                        16068924
              Pvt. BURNETT, WILLIAM K. 37053366
Pvt. MC GILL, DONALD J. 37124654
                                                                                                                          Pvt. MONTGOMERY, MACK O. 18041475
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*CAPT. COEY, MILLIAM, D., 0-327671

*CAPT. COVINGTON, JOHN W., 0-421768

****6APT. MEBB, WILLIAM C., 0-334571

CAPT. GUELL, CARL E., 0-406662

CAPT. MENDALM, DAVID W., 0-902791

CAPT. WILDINGER, JOSEPH V., 0-370040

*IST LIT BECKENMAN, JACK D., 0-413563

***2PD IT SMITH, JOHN C., 0-411208

*2PD IT SMITH, JOHN C., 0-411208

*2PD IT SMITH, JOHN C., 0-411208

*2PD IT SMITH, JOHN C., 0-411208

***2PD IT SMITH, JOHN C., 0-733953

***2PD IT GMAPIN, ELCHARD F., 0-753960

***2PD IT GMAPIN, GEORGE 0., 0-565026

***2PD IT CHAPIN, GEORGE 0., 0-650264

****2PD IT CHAPIN, GEORGE 0., 0-753960

****2PD IT CHAPI
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## M/SGT EMAZILL, MILLIAM A., 20758783 S/SGT MOLAK, PETER, 11033120

M/SGT RITHH MEMER, ARTHUR P., 20758681 *SGT MOLAK, PETER, 11033120

M/SGT RITHH MEMER, ARTHUR P., 20758681 *SGT MOLAK, PETER, 11033120

M/SGT RITHH MEMER, ARTHUR P., 20758681 *SGT MOLAK, PETER, 11033120

M/SGT RITHH MEMER, ARTHUR P., 20758681 *SGT MEMBRIT G., 13605426 (MD)

T/SGT BOND, JACK N., 20758692 ***SGT MEMBRIT G., 36150436 (MD)

T/SGT GOLDSTEIN, PAUL, 20758666 ***SGT MILL, RIGHARD R., 37055333

T/SGT GOLDSTEIN, PAUL, 207587066

T/SGT MOLTLAH, JOHN H., 20758704

T/SGT MUNTLAH, JOHN H., 20758705

T/SGT WILLIAM, NORM H., 20758705

T/SGT WILLIAM, JOHN H., 20758703

T/SGT WILLIAM, JOHN H., 20758705

S/SGT MATHE, JOHN M., 20758705

S/SGT GAPER, GLENN A., 20758705

S/SGT MATHE, ARTHUR D., 20758706

***S/SGT MATHE, ARTHUR D., 20758706

***S/SGT MATHE, ARTHUR D., 20758706

***S/SGT MICHAR, MERIT H., 20758706

***S/SGT MICHAR, MILLIAM D., 20758706

***S/SGT MICHAR, SERLIN L., 20758706

S/SGT MATHE, SONG MARTHUR MERIT B., 20758706

S/SGT MICHAR, SILLIAM D., 20758706

S/SGT MICHAR, SILLIAM D., 20758706

S/SGT MICHAR, SILLIAM D., 20758706

S/SGT MATHE, SONG MARTHUR MERIT B., 20942304

S/SGT MATHE, SONG MARTHUR MERIT B., 20942304

S/SGT MATHE, SONG MARTHUR MERIT B., 20758706

SGT GENER, HARRY M., 17036412

SGT GENER, MIRCHAR J., 10013333

SGT GENER, MILLIAM D., 20758709

SGT GENER, MIRCHAR J., 10013333

SGT GENER, MILLIAM D., 20758709

SGT GENER, MIRCHAR J., 10013333

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SGT GENER, MIRCHAR J., 10013333

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SGT GENER, MIRCHAR J., 10013333

SGT GENER, MIR
                      S/SGT. HHASTICH, LOUTS, 20758769
S/SGT. JAMES, GHORGE L., 16006130
S/SGT. MCLULLIFE, JCHN L., 32280729
S/SGT. MCLULLIFE, JCHN L., 32280729
S/SGT. MILLER, MICHAEL, 33362648
S/SGT. MILLER, MICHAEL, 33362648
S/SGT. CRMSEY, MALTER D., 20758724
S/SGT. PARSELLS, MAYMOND M., 32314692
S/SGT. FARSELLS, MAYMOND M., 32314692
S/SGT. FECL, HDLARD J., 20758622
S/SGT. ROBERTSON, REVIS 0, 38131661
S/SGT SCHLENDEMAIN, ALBERT M., 20758751
S/SGT SCHLENDEMAIN, ALBERT M., 20758690
S/SGT SOMMERKARP, CHESTER L., 20758699
S/SGT STLPHENS, CHARLES A., 6366843
S/SGT TARCZYNSKI, THADDEUS, 36146904
                                                                                                                                                                                                                                                                                                                                                                                                   SGT. JONES, LINCOLN V., 39172613
SGT. KINCER, NORVAL C. 2075672
                                                                                                                                                                                                                                                                                                                                                                                                SGT. MOCNTZ, ONLN, 19067522
SGT. LONG, CWALLE B., 14072871
SGT. MILLER, CEPTALD C., 14134618
SGT. MURPHY, CLAUDE E., 1905436
SGT. MURPHY, JOHN I. 38003711
SGT. PLOKERD GORDOM C. 39172713
                                                                                                                                                                                                                                                                                                                                                                                           SGT. MONTHI, SORDON C., 39172713
SGT. PACKARD, GORDON C., 39172713
SGT. SMITH, MAYHOND C., 19074111
SGT. SCIDATI, LINCOLN A., 11033098
SGT. THOMPSON, JACK D., 20758766
SGT. THIFTNERUM, ROBERT E., 20758766
                    S/SGT THREENS, CHARLES R., COCCOLO
S/SGT THREENS, CHARLES R., COCCOLO
S/SGT THYLOR, JUNES E., 27053246
S/SGT THOUT, JOHN E., 36327987
S/SGT TURNER, NORVALLH., 20756664
S/SGT TURNER, LEO E., 37042234
S/SGT WARKALLS, JULI
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             20758768
                                                                                                                                                                                                                                                                                                                                                                                   SGT. ULIMAN, LLO, 20919915
SGT. ULISCH, JAMES H., 20758759
                                                                                                                                                                                                                                                                                                                                                                             SGT. ZOPFI, ROBERT L., 20758679
*Cpl. MELLS, THOMAS H., 36126690
                       S/SGT TURNER, HEO E., 37042234 *** CPL. RITTERRICH, WILLIAM H., 37055990
S/SGT TURNER, LEO E., 37042234 *** CPL. RITTERRICH, WILLIAM H., 37055990
S/SGT WESTEROOK, JOHN T., JR., 20758763 CPL. MEDIO, MAITER P., 324,07295 (CWS.)
S/SGT WINTER, OKEY L., 20758683 *** CPL. MEDIE, ANGELO A., 19062806
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THIS PAGE IS UNCLASSIFIED (Roster 110th Obsn Sqdn cont) \*\*\*CPL. MCLENNDON, CHERLIS H., 14029589

\*\*\*CPL. O'LLARY, PATRICK B., 38126732

\*\*\*CPL. BARNETT, EDWARD T., 6573990

CPL. BEROMOWITZ, MILTON, 12032276

CPL. BLRON, JOSEPH, 35023915

\*\*\*PFC WITCHINS, J.L., 38077607

\*\*\*PFC COLF, ROBERT L., 18042840

\*\*\*PFC WHITLOW, OTHO L. 38077567

CPL. BLRON, JOSEPH, 35023915

\*\*\*PFC WHITLOW, DALE H., 38131623 CPL. BLACK, HUMBERT 1., 69/3090
CPL. KBROMOWITZ, MILTON, 12032276
CPL. BLACN, JOSEPH, 35023915
CPL. BLACK, ROY C., 38126857
CPL. BENTLEY, HUBERT B., JR., 209
CPL. BISHOP, CHARLES H., 19102217
CPL. BLACK, ED. ARD T., 38077576
CPL. BLACK, ED. ARD T., 38077576
CPL. BLACK, ED. ARD T., 38077576 PFC ADAME, JOHN, 17020755 20938969 PFC AMBROSI, LOUIS, 11021575 PFC AMERICSI, LOUIS, 11021575

PFC BARTON, CECIL C., 38291665

PFC CAPEHART, RAYMOND E., 16027841

PFC CODY, THOMAS F., 38003715

PFC DIMMITT, IVERETT L., 37021456

PFC DRAUS, FRANK J., 19070678

PFC EVARS, JOHN H., 19071543

PFC HAMMER, CLYDE E., 19062770

PFC LEE, FRANCIS L. 19083723 CPL. BISHOP, CHARLES H., 19102217
CPL. BIACK, EDLARD T., 38077576
CPL. EROLN, ROBERT H., 20758712
CPL. CIRKEL, JACK R., 36395333
CPL. COUNTS, HORACE E., 14124077
CPL. CREIGHTON, GUY H., 18075412
CPL. CUNFINGHAM, JOHN B., 36131649
CPL. DIRLINGO, SAMUEL F., 39836515
CPL. DONNER, IDDIE J., 20919653
CPL. EIKSTALDT, LEWIS J., 6835269
CPL. ESSICK, FRIDERICK K., 35027161
CPL. FARLLY, JACK E., 20434639
CPL. FRIDLEY, KENNETH P., 37046513
CPL. GREEN, CLAUDE L., 38034406
CPL. HART, JESSE R., 18075466
CPL. HART, JESSE R., 18075466
CPL. HARRINGTON, FRANK J., 39306467
CPL. HODGE, LLLISON H., 19067549
CPL. HODGES, HOLARD T., 20445723
CPL. JOHNSON, CHERLES V., 36136612
CPL. KLMINSKI, JOSEPH V., 19578337
CPL. LIMB, BRUCE E., 20940369 PFC LEE, FRANCIS L. Y., 39013571
PFC LEUTS, DUANE L., 19023723
PFC LOUDEN, ROBERT V., 36037242
PFC MCCADDEN, THOMAS E., 17050287
PFC MCCHTURFF, ROY W., 38077568
PFC MARTIN, ORLAND H., 36159408
PFC ORRICK, ROSCOD C., 38131664
PFC PAIGE, WILLIAM E., 18108031
PFC PENA, JMADEO, 18119926
PFC RAAB, JOHN H. JR., 39171457
PFC RUSHING, PRESTON J., 38077631
PFC STUTZ, JOHN L., III, 20758771 PFC STUTZ, JOHN L., III, 20758771 PFC WHARTON, WILLIAM E., 38136644 PFC WILLIAMSON, OLE S., 19070795 PL. KLMINSKI, JOSEPH V., 19578337
CPL. LAMB, BRUCE K., 20943989
CPL. LEE, ROGER I., 16010172
CPL. LIOTTO, JOSEPH L., 39004389
CPL. LIOTTO, JOSEPH L., 39004389
CPL. LUCERO, ARTHUR L., 38014025
CPL. NICHOLSON, N. B., 38047487
CPL. PETERSON, BLICLAY C., 20953397
CPL. PHARR, FRANK C., 20434169
CPL. SWAFIR, SAM A., 38126632
CPL. SHULBET ROPEPT D., 18042399
CPL. SNOW, EARL C., 35118682 PVT ANDREAS, CHESTER E., 6573835
PVT BURGI, LERGY, 19000524
PVT CAMPBELL, CLIFFORD C., 13011103
PVT CHARLST, LARRINGE H., 39383617 PVT DENCE, ROBERT L., 32377844

PVT FERRARA, SAM, 32404392

PVT FILIPU, PHILIP G., 19200092

PVT GARZAR, GLORGE R., 38077566

PVT HORN, FRANKLIN L., 33365479

PVT HOUGHTON, CAVLT H., 38003644

PVT LANDIN, LLONARD A., 37175231

PVT MCCLURKIN, JAMES J., 19063572

PVT MYLRS, CHESTER A., JR., 17091311

PVT MILLS, ARTHUR W., 39606658

PVT MILLS, ROBERT D., 39176648

PVT MORRISSIY, RICHARD F., 37329471

PVT PALMER, LOVIS A., 38126667

PVT RIVAL, JOSEPH R., 11088333 PVT DENCE, ROBERT L., CPL. SNOW, FARL C., 35118682 CPL. THOMAS, ROBERT D., 30003502 CPL. THOMAS, JOE B., 38047440 CPL. THOMAS, JOE B., 38047440
CPL. MALLACE, LIMIS A., 19078392
CPL. MATERMAN, ROBERT E., 38047645
CPL. MEAKLEY, MILLIAM F., 18108033
CPL. MILISBROD, JOSEPH A., 20758765
CPL. WILLIAMS, PAUL M., 20758692
CPL. MINTERS, BYRON A., 38126700
CPL. WINN, MILTON L., 38003565
PVT SHIRLEY, FRANCIS L., 38140178
PVT SHALL, SHIRLEY M., 11068564
PVT VALENTINE, ALVIN J., 38193506
PVT WHITE, LEWIS F., 39176303
PVT YEPKO, HUBERT J., 18108022. PVT PARMER, LOUIS R., 36126667
PVT RIVAL, JOSEPH R., 11088333
PVT ROLL, KINNI H J. 17028681
PVT RODRIGUEZ, HERMINIO, 38111069
PVT STOCKHELL, VERNON A., 17015135
PVT MALMIR, JOLL O., 18075267
PVT MILLIS, GLOY O., 38136832 PVT VALENTINE, ALVIN J., 38193500

PVT WHITE, LEWIS F., 39176383

PVT YEPKO, HUBERT J., 18108022.

\*\*\*PVT UCODALL, JACK N., 18086954

\*\*\*PVT JOHNSON, OVIA E., 39172638

\*\*\*PVT OSTROM, WILLIAM H., 36100796 (CRD) \*\*\*PVT GARTER, WILLIAM R., 39836537

\*\*\*PVT MUNYER, EDMUND E., 18076348

\*\*\*PVT MUNYER, EDMUND E., 18076348

\*\*\*PVT JOHNSON, WILLIAM E., 37174455

SGT. RODERICK, JOSEPH E. 355610A0

SGT. RODERICK, JOSEPH E. 35561040

Medical Section

CPL. RICHARDSON, COURTLAND S., 36130142

CPL. SCHMIDT, JOHN A., 36305387

PFC. COBB, BUSTER, 39021142

PVT. KELNEY, JOSEPH M., 36053542

# THIS PAGE IS UNCLASSIFIED Ordnance Section SGT FELDKAMP, LEROY M., 36100965 CPL STRONCZLK, STANILY, 36901623 PFC FRAUNSDORP, JOHN R., 16068008 PFC LARSON, JAMES R., 16024428 PFC LARSON, JAMES R., 16024428 PVT SERBONICH, CHARLES W., 32098977 PVT DEROUIN, HARVEY E., 16024502 PVT STUPER, JOHN S., 36001646 Maison Pilots \*M/Sgt. MATHEME, CHARLES E., 6774517 \*\*S/SGT WALLER, CHARLES F., 20758760 \*\*S/SGT. ELLIOT, MILO A., 39086146 \*\*Cpl. GLEASON, LICHEL H., 32292030 \*\*S/SGT. SHAUNCHHOUSE, JOHN M., 7001636 \*\*PFC SHAVER, JOHN E., 19064565 \*\*S/SGT. STALONE, THOMAS G., 20919873 \*\*FVT PEASE, GLIBERT C., 19032936 \*\*PVT NAUHOF, NORMAN B., 13035076 SICK IN HOSPITAL #T/DGT BURDCHER, ALOYD S., 20758723 S/SGT ANDERECK, ARCHIE H., 20758701 S/SGT GRIEN, NEAL K., 20758716 1 1 8 FURN A PER CONTRA

|  | 82ND OBSERVA  | TION SQUADRON   |  |
|--|---|---|--|
|  | offi  | cers  |  |
| CAPTAINS   |   | SECOND LIEUTENANTS  |  |
| HOLSON, ADEN A. * HYND, WILLIAM B.   | 0-299827<br>0-110620<br>0-359274<br>0-392209  | ELEY, DONALD D. O-<br>FOSS, CHARLES D. O-   | -733773<br>-379792<br>-449267<br>-438899<br>-856725  |
|  | 0-406039<br>0-416953  | * HOYT, ORLO J. O.  **** PARKS, JAMES H. O.  * SAKAKEENY, EDWARD O.   | -660268<br>-448238<br>-725800  |
|  | 0-418934<br>0-413463<br>0-413470<br>0-907778<br>0-416640<br>0-659400  | * SWANSON, PAUL P. O.  * TRANTHAM, ARCHIE P. O.  UNGER, JOHN H. O.  * WADDELL, GLEN E. O.  *** WILKINSON, GEORGE M. O.  * WOLFRAM, ALBERT F. O.   | -450802<br>-725816<br>-725822<br>-855876<br>-725824<br>-567009<br>-659432  |
| VIZAY, ALOIS E.<br>* WARDRIP, EDWARD K.  | 0-420327<br>0-725826  | WARRANT OFFICER JUNIOR  | -403547<br>GRADE<br>-2116447   |
|  | Enlist  | ed Men  |  |
| MASTER SERGEANTS   |   | STAFF SERGEANTS CONT'D.   |  |
| PROUN, HARRY W. MINETOR, ADRIAN R. * WHEELER, WILLIAM T.   | 6648662<br>6545904<br>R-345868  | HUFF, ALBERT JUDY, JOHN E. KENYON, PHILIP W. IANGASTER, JANES E.  | 6552222<br>15018353<br>19083824<br>38024554  |
| TECHNICAL SERGEANTS  |   | LELAND, OLE H.  | 39172428   |
| BEAM, SCOTT W. CASHMAN, GEORGE W. Jr. DEETS, HERBERT S. DRAN, HARRY * GOMEZ, PERFECTO M. IVY, CARL R. *** JOHNSON, ERNEST J. *** KRUEGER, FYANK J. ** LOFQUEST, ALVIN L. MILLER, ROBERT R.               | 6915878<br>19022190<br>17016620<br>6942893<br>19012205<br>17013778<br>20747382<br>6362417<br>6933692<br>6861574     | LOUNSBERY, LETTS MARTIN, CHARLES B. Jr. MAYTR, CHARLES B. MCOAM NON, JOHN M. MCNAIR, DANIEL S. MELLYN, JOHN E. MOCKE, HEX L. MORROT, JALES B. ORCHINO, ALBERT S. OSGOOD, WILLIAM I.   | 32315882<br>38051339<br>15087896<br>19015030<br>19000630<br>31091590<br>19051604<br>15016997<br>32297966<br>31075027                         |
| POUND, DAVID L. * TRESHAM, ROGER M.  | 19012333<br>19014363  | *OTT, JAMES L. *PAGE, GEORGE T.   | 35375504<br>32291500<br>16014242   |
| STAFF SERGEAUTS  ANDERSON, ELERY U. BARIL, FAY L. BESSETTE, LIONEL J. BISHOP, ARTHUR J. BLALOCK, MORTIS N. BUCCHING, FRANK A. BURNET, DONALD R. CALLAN, JOHN E. CAMPBELL, RALPH J. **CHUBLEY, UILLIAN E. | 17017656<br>15018226<br>36001609<br>19018238<br>14070150<br>17027463<br>6579667<br>11021529<br>17027220<br>16067910 | PATTÉRSON, HUGH W. REDMAN, AMDREW J. RODGERS, PAUL J. SCHEPFER, LOWELL O. SWYLER, SAWEL A. *STAHLKE, EDWARD A. STEPHENS, LOWELL B. THOMAS, HAROLD J. TIFFANY, HORACE J. TRAPHAGAN, JOSEPH E. ***WISKING, FRANK L. WINTHER, PLATT E. Jr. WRIGHT, THERON L. | 36003660<br>17016596<br>36044,002<br>33166426<br>36324174<br>17016598<br>36396826<br>16003540<br>17004257<br>6570500<br>15061613<br>15000622 |
| *CONRAD, WALTER G. CROWLEY, PAUL M. ELSASSER, ALPENT B. FOSSEEN, CARL M. GLOS, ELTON C. GRIMM, HORACE F.   | 19033002<br>19051642<br>19000607<br>17028782<br>19051908<br>19000499  | SERGEANTS  BEAVER, CARL E.  BERRY, HENRY L.  BEUTER, JOSEPH T.  | 15018061<br>34161775<br>19013295   |

## THIS PAGE IS UNCLASSIFIED 82ND OBSERVATION SQUADRON CONTINUED Enlisted l'en SERGEANTS CONT'D CORPCRAIS CONT'D \*\*\*BOEHME, CARL F. 6686216 HEADERSON, PINACE C. \*\*\*BROWN, LAURENCE R. 17019451 38131679 HENKIE, JAMES L. \*BUTCHER, JULIUS R. BUTINSKY, PAUL F. CHAPMAN, UILLIAM S. COTHREN, PAUL A. COLDREY, SHERWOOD \*\*ALANCY FAUL J. COLDREY, SHERWOOD \*\*DAVIS, CLAUP C. \*\*DODSON, DALTON L. DUEDON, CECIL J. 19090013 \*\*HOLD C. 1909013 \*\*HOLD C. 1909014 \*\*HOLD C. 1909014 \*\*HOLD C. 1909015 \*\*HOLD C. 1909016 1909016 1909017 1909017 1909018 1909 \*\*\*BUTCHER, JULIUS R. 19090644 38136611 19060684 \*\*\*\*DAVIS, CLAUP C. 19018251 \*\*\*\*\*PAVIS, CLAUP C. \*\*\*\*DODSOM, DALTON L. 6570513 DUNDON, CECIL J. 150.1375 19060213 EGOLF, LAUREN J. 1304051 GUHRENS, AUTHOR L. HANSEN, HERDERT deSt. G. 10067241 HARDIN, ESTEL L. HENRY, DOBALD R. HUGO, MARTIN A. JAECER, CHARLES K. KEMEALY, DONALD F. KENEALY, DONALD F. KENEY, FEED KOECH, KARL P. 19000605 19000605 10050988 MARIN, LACTER J. HETLA, LACTER J. HETLA, LACTER J. HETLA, LACTER J. HUSPAUM, PAY F. O'HESA, JUMES W. RAMEY, GLENN M. HELGLON, EDLARD D. REYNOLIS, FAUL A. RIMSHART, DALTON M. ROSCIEN, JAMES E. ROSCORS, ELIER B. SHOCKACK, PETER SPINIT, CHESTER P. STEFFES, LICHARD W. 3004.77.58 10108034 38024642 12037.684 30126782 11042371 19073823 38024707 17014508 1703.6585 13045626 15010150 STEFFES, LICHARD W. 15000605 \*\*\* SUTTON, ELLIS, L. 1050986 SLEPNEY, SHOFFIELD W. 38024718 TORGERSON, WILLIAM A. 36024864 \*\*\*ILOYD, MOTRIS C. \*\*\* MARSH, LEGY U. 17030317 35126591 MILE, JOHNNY T. MOOMITAN, JASPER 3800,736 16057963 TRAMELL, GLIN F. 6578091 19062786 30130769 TREECE, LILLIAM G. 36047468 VANDEN BROCK, FREDERICK A.J. 19044268 WINCEY, CECIL B. 17024377 MOORE, DONALL O. MOORE, LEUIS E. 6297634 39185518 OLSCN, JOHN H. \*PRICE, PAUL C. RANKIN, ULON N. 17024397 17027507 38126631 PRIVATES FIRST CLASS 18042930 RICHARDSON, ROBERT K. 6513408 CAIDERON, MARIO P. CLINCH, JOSEPH U. ROBERTS, JAMES E. 38003732 13066367 ROBERTSON, WILLIAM F. 3rd 13113188 17030353 COLBY, JANES H. ROLE, RAYLOND O. 38047391 17016616 11068236 6566667 6825183 38136588 19018365 17025190 17025190 17025190 17025190 17025190 17025190 17025190 17025190 17025190 17025190 1702715, CHARLIE 17025190 1702715, CHARLIE CRAPTREE, ODES E. SANDERS, ROBERT L. STELLE, EARL D. \*STELLART, WILLIAM F. STILL, ROBERT T. 38041772 39172564 17023993 \*\*\*STONE 38136798 TARREN G. SULLIVAN, DENNIS L. 38126672 18075454 WALKER, LYNN H. WILLIAMS, WOODROW O. RICHARDS, JOHN J. 13049725 PATTON, WILLIAM G. RICE, ESTAL R. 18119929 CORPORALS 38131683 SALAZAR, ELOY T. SCALES, MALCOLM E. STILES, SIDNEY L. BAILEY, STANLEY L. 38014141 38003751 BALDWIN, HORAGE O. 18075491 36131626 \*\*\*\* BARKSDALE, ARTHUR O. 38003634 6273314 SUBEREY, THOMAS C. WALSH, EDWARD F. BLAIN, BRUCE 38104903 BOWEN, WILLIAM E. BROCK, HOWARD W. 1907/860 38077612 WOODS, ALBERT E. 17030539 19000604 CLARK, LESTER .. 19012086 PRIVATES 11038215 CLARKSON, EARL C. 38131678 DILLINGER, EDWARD N. DUNHOUSE, LEON C. ANDERSON, CLINTON 38003662 37059605 BAKER, EDWIN H. BALL, WALTER \*\*\*\* BEBHER, PHILLIP 38136801 17015322 \*\*\* ELLIS, DAWSON O. 38003462 18086931 FINE, HURLEY B. 38126894 398364.01 BRYAN, WILLIAM E. GRAHAII, ARCHIE G. 35611009 15059035 \*\*\* BUTLER, JOHN S. GRIJALVA, HENRY V. 19051828 38003597 CHEATHAM, CHARLES J. CLARK, MARVIN J. HALE, ROBERT 3802/280 38003650

# 82ND OBSERVATION SQUADRON CONTINUED Enlisted Men

|   |   | Enlisted Mon   |   |   |  |  |  |
|---|---|--|---|---|--|--|--|
|   | PRIVATES CONT'D   | CCRPCRAIS (ORUNANCE) CONT'D  |   |   |  |  |  |
|   | COHEN, LEONARD A. DAYYO, APOLOTIO W. FLEMING, THOMAS S.   | 31140416<br>38003729<br>18047034<br>38136052   | *** JAHR, EVERETT C. *** KILGORD, RICHARD O. NEWYOR, HENRY D.   | 16024461<br>16062448<br>39010288  |  |  |  |
|   | FRANKI, DAVID J.  | 39506434   | PRIVATES  |   |  |  |  |
|   | *** GRAHAN, CLITFORD M. HOLLAID, WILLIAM E. HOPKINS, KARL F. LARSEN, JIM A. LOFEZ, SAEVEN MARTIEZ, JULIAN MCGCHM, ARROLL G. ECHALTERS, FFAMCIS L. MLNCROFF, FRANCIS L. MLNCROFF, FRANCIS L. MONTROY, LAPRY *** OSIETSKY, EDUARD S.  | 39855224<br>31147014<br>8-0249655<br>19096226<br>19078255<br>36014036<br>30133218<br>19083428<br>14067108<br>6407930<br>39084695<br>13123855   | DEAPER, RAYMOND D. GHIDOTTE, RAYMOND LANDIS, JOHN U. LARRENCE, CLIFFORD F. MADISON, FAUL G. CHENICAL MARPARE SERVICE PRIVATES COMOLINSKI, FRANK V. WEESTER, GERALD W.                                       | 19054691<br>16067492<br>35396143<br>38202517<br>35340421<br>36191241<br>36190511              |  |  |  |
| 0 | PORTER, JAMES W. PUCKETT, ROSERT H. REYNOLDS, EDUIN D. ROBEI'S, MARION J. ROPINGON, JAMES A. RUTHERGS, RAYMOND H. Jr. SANDOVAL, REFUGIO SCHUDART, ALLCK J. SIMPSON, VAYUE L. SKIPHOREM, TURNER L. # SMETH, HIPOID T. STRUART, PASCOM Y. STEVART, LALPIE F. TEMPERALLER, DALE J. TORRES, BRANK V. TUCKER, MELWIN A. WARDRIP, JAMES B. Jr. URICHT, HERGES C. YANCEY, HERSCHELL A. | 18.129569<br>38.024686<br>19.078384<br>62.014.09<br>38.135799<br>14070111<br>38.003675<br>19.077729<br>38.047438<br>18.68417<br>36.154134<br>19.096222<br>39.31142<br>38.03657<br>18.108025<br>37.012271<br>3802807<br>6556871 | MIDICAL SECTION  CORPORAIS  BRESSO, ALFRED MENKEN, FART C. THREFALITS, CUSTIS V. PRIVATES PLAST CLASS  ****HANSON, SEVER ****HERRON, JAMES F. REINISON, ALIEN J. THITTANIA, JAMES L.  PRIVATES MEHL, MAX J. | 39087652<br>36016650<br>19056544<br>37114964<br>-37115007<br>39087805<br>34043290<br>39603787 |  |  |  |
|   | ORDNA'CE SECTION  |  |   |   |  |  |  |
|   | SENGELANTS  |  |   |   |  |  |  |
| 0 | DENIER, CLYDE T. HENSON, MARIE E. RIGGS, MARIE H. SIKON, WALTER J. SICCIOH, MARION F.   | 36100768<br>19054314<br>39078729<br>36001565<br>39081586   |   |   |  |  |  |

THIS PAGE IS UNCLASSIFIED MQ. 35th FT. DIV. Fort Ord, Calif. 29 Dec. 1941 9:30 1. CHINGL NO. 1 to FO No. 1, HQ. 35th INF. DIV. D JED 14 Dec. 19-1. 1. Par. 2, FO No. 1, Mq. 35th Inf. Div. dated 14 Dec. 1941 is changed to read as follows: "The 35th Inf. Div. with the 35th Engr. Regt. and 110th Obsn. Sq. attached, will move by rail beginning 6:00 Ti, 14 Dec. 1941. Destination: 35th Inf. Div. 35th Inf. Div. Fort Ord, Celif. S5th Engineers. Fort Ord, Calif. 110th Obsn. S. Selinas, Celif." OFFICI/L: /s/ Howard R. Searle SE'RLE, Distribution: 2 - Second Army 2 - 101st FA 2 - VII rmy Corps 2 - 110th Q 2 - 110th Ingrs. 2 - S venth Corps Area 2 - Spc. Trs. Bn. 2 - 35th Lngrs. 1 - Each Train Commander 2 - 69th Brigade 2 - 70th Brigade 2 - 80th FA Brigade 2 - 80th FA Brigade 2 - 134th Inf. 2 - 110th Obsn. So. 5 - e clating Officer - Col. Guy T. Rexroad. 2 - 137th Inf. 5 - Eq. Camp J. T. mobinson 2 - Camp Office. 2 - 138th Inf. 2 - 140th Inf. 2 - 110th Med. 2 - 127th FA 2 - 130th FA TRUE COTY: a SIDNEYAT. 1st Lieut., 110th Obsn. Sg., AC. Adjutant.

HEADQUARTERS 35TH INFANTRY DIVISION Camp Joseph T. Robinson, Arkansas 14 December 1941 1:45 PM

EXTRACT

FO. 1

Maps: Mone Available.

1. \*\*\*\*

2. The 35th Infantry Division, with the Engineer Regiment and 110th Observation Squadron attached will move by rail (destination withheld) beginning 6:00 PM, 14 December 1941.

# 

(c) Train commanders will report by wire to CG Western Defense Command Strength and Units with train and expected hour of arrival at destination. Messages will be sent upon arrival in vicinity of Yuna, .rizona: Mccelles, California, and Frand Junction, Colorado.

\* \* \* \* \* \* \* \* \* \*

(12) 110th Observation Squadron will move independently after 55th Engineers have elected Carp Robinson. They will coordinate the movement from loading facilities near Adams Field with the movement of the 35th Engineers through the Camp Transportation Officer, Camp Robinson, Arkansas.

SIPSOU

OFFICIAL:

/S/ Snyder SMYDER Acting G-3

A TRUE EXTRACT:

SIDNEY E. ANDERSON, 1st. Lieut., Air Corps, Adjutant.



S 0 NO 14 HTAD ULTTERS ALMY AIR BASE SALHAS, CALAFORNIA JAN 18/43

1. PAC Ltr. Confidential, Immedicate Action, Hqs. 2AF, Office of the CG, dtd, Jan 16/43, Subj: Movement Orders: 71st Obsn Group. To CO, Obsn Adrm., Salinas, Calif: following organizations personnel as indicated WP fr Jalinas, Calif. to Feler Field, Louisiana, with the loast practicable delay.

This is a Temporary Change of Station. (Last Permanent Station:

Chsn. Adrm., Salinas, Calif. ).
Individual and Organization Equipment now on hand and/or in storage

will accompany this organis icon.
This movement will be accomplished as follows:

Flight Pehelon by military air and/or rail. If in practicable to travel by air, rail is auth for continuation of journey.

Ground Echelon: by rail and/or notor. Namimum practicable use will be made by rail transportation.

Fersonnel not required to accommany troops may be given verbal permission to perform travel by privitely owned conveyance providing no additional expense to the Covt is incurred thereby. Travel time in expense of the time required for the unit will be adequately covered by approved loave of absence.

110th Obsn Sc.

CAPT WILLIAM D. COEY, 0-327671
CAPT PUGFUP A. FIDDY, 0-242215
CAPT DAVID W. KUNDALL, 0-902701
CAPT WILLIAM G. WEB, 0-334571
1ST LT JOHN W. COVINGTON 0-432760
1ST LT C.H. E. GUELL 0-397879
1ST LT CHARLES G. HOYT 0-407218
\*1ST LT ALFRED Q. SHITH 0-430479
1ST LT GEORGE W. WILSON, JR. 0-428545
2ND LT HOLACE W. DIENE 0-854091
2ND LT GEORGE C. CHAPIN 0-565026
\*2ND LT JOHN F. GLASS 0-659171
\*2ND LT JOHN F. GLASS 0-659271

\* 2ND LT HERBERT J. KENDALL 0-377527

CAPT JOSTEN V. | ILDINGS |
1ST LT SIDNEY E. ANDTHE ON \*1ST LT JACK P. BYCK IMAN \*1ST LT HAD E. PROOF JI., \*2ND LT HALOUD F. LIWIS 2ND LT WILLIAM H. NAFLOWF 2ND LT HOUGH L. NUPPHY 2ND LT HAROUD A. POLEKE \*2ND LT HOUGH D. GOOTES ( -3511.32 0-413563 0-42 061 0-659384 0-907959 0-733953 0-733960 0-854.085 II HOMAD T 0-725797 \*210 LT P.UL R. (SIORTINO 0-365155 \*200 LT JOHN C. EMICH 200 LT ALVIN I. SUTTON 0.411208 0-725815 2ND LT ROPPRT C. WALLACE 200 LT ROBERT M. WEAVER 2ND LT FLOYD M. VELPPLE 2ND LT THEODOLE O. WRIGHT 0-659424 0-155008 0-725832 FO FOY G. THOMAS T-186156

#### CONFIDENTIAL

#### Par 1 CONT'D

M/et William .. Brazill 20758783 M/gt Eugene Lienhop 20758734 M/gt Charles E. Mathews 6774517 M/Sgt Arthur P. Rethomeyer 20758681 \*T/Sgt Jack N. Bond 20758696 T/Sgt .. lbert N. Moses 7/Sgt Albert N. Moses
7/Sgt John H. Muntien
7/Sgt Herbert J. Vallat
7/Sgt Walter J. Wilde
7/Sgt John J. Wolf
5/Sgt Archie H. Andereck
5/Sgt Fluer R. Bevers 20758658 20758722 20758701 20758774 S/Sgt Stafford K, Carr 20758795 S/Sgt Pleasant E, Davis S/Sgt Glenn A. Garber \*S/Sgt John M. Glynn 17015558 20758716 20758789 S/Sgt Neal K. Green
\*S/Sgt William D. Henks
S/Sgt Christ P. Hrastich 20758780 S/Sgt George ... James S/Sgt Merlin B. Kircher 16006180 2075876 S/Sgt Benjamin Lekki S/Sgt John W. McAuliffe S/Sgt Noel D. McCullough, Jr20758600 S/Sgt Micheal Miller 23362868 S/Sgt Joe Nakisher 20758753

#T/Sgt Frank B. Clarkson, Jr 20758753

Set Raymond M. Parsell 32314692

S/Ert Robert C. Pogge 33363009

S/Ert Jomes G. Ralph 20758779

S/Ert Robert G. Rogers 20758672

S/Ert Robert G. Rogers 20758672

S/Ert Robert G. Rogers 20758690

S/Ert Robert G. Rogers 20758690

S/Ert John M. Shannon'house 7001636

S/Ert Bernard J. Smith 20758690

S/Ert Charles L. Sonmerkamp 20758699

S/Ert Charles L. Taylor 37053246

S/Ert John E. Frout 36327987

S/Ert Norvel H. Tuck 20758664

S/Ert William T; Varkalis 36398952

S/Ert Charles F. Waller 20758688

S/Ert Power Wolck 11033120

\* Officers and EM to travel by Air, (Air Echelon)

# EM on furlough and sk in Sta Hosp. Wall be atched to 301st Base Hq & AB Sq. upon return to this sta EM will join their organizations unless otherwise directed.

In lieu of subsistence a flat per dien of six dollars (6.00) is authorized for travel by military circraft for both officers and enlisted men in accordance with existing law and regulations.

TOT. TDN. FD 34 P 434-01,02,03,04,05,07,08, 4 0425-23

By order of LT COL MOORE:

(Seal) OFFICIAL: WALTER C. PLASTERYR, Major, AC, Adj. A. TRUE EXTRACT COPY:

WALTER C. PL.STERER Maj, AC, Adj. DAVID W. KENDALL, Capt., Air Corps, adjutant.

STATE OF MISSOURI
ADJUTANT GENERAL'S OFFICER
Jefferson City

December 9, 1940

OLITERAL ORDERS )
No. 7 )

The following Executive Order is published for the information and ruidance of all concerned;

"EXECUTIVE ORDER.

1. The following directive from the Secretary of War, dated December 5, 1940, is quoted:

'Under authority of Public Resolution, Number 96, 76th Congress, approved August 27th, 1940, the President has given his signature to an Executive Order, dated November 39, 1940, ordering all federally recognized elements of the followin units of the National Guard of the United States of the State of Missouri and all personnel of both the active and inactive National Guard assigned thereto, into the active military service of the United States, effective December 23, 1940: elements of the 35th Division and 110th Observation Squadron.

2. Pursuant to the above directive, the following units of the Missouri National Guard, and all inactive personnel assigned thereto, will mobilize at their respective home stations, effective December 23, 1940:

Hq., 35th Division (Part),
Hq., 70th Infantry Brigade,
Hq., co., 70th Infantry Brigade,
Hq., co., 70th Infantry Brigade,
Hq., Hq. Det., & Medical Dept. Det., 35th
Division Special Troops,
Hq. Co. & Hq. Det., 35th Division,
138th Infantry (Hiffle),
110th Infantry (Hiffle),
110th Engineers (Combat),
110th Observation Squadron, Air Corps,
110th Medical Sept. Det., Air Corps,
110th Q.H. Regiment (Part)

3. The Commanding General, Missouri Mational's guard, is charged with the execution of this order.

LLOYD C. STARK, Governor."

Jefferson City, Hissouri December 9, 1940. A TRUE COPY

BY ORDER OF THE GOVERNOR:

SIDNEY E. ANDERSON, 1st. Licut., Air Corps, Adjutant. /s/Lewis M Means LLWIS M. MEANS, Brigadier General, The Adjutant General.

36TH b. STON / TATION, MISSURI NATIONAL GUARD. February 17, 1 7. Publication for AIR CORPS MEMS LETTER.

The part played by the Missouri National Guard aviation in the flood crises in Southeastern Missouri is a very good example of one of the many emergencies where aviation may be called upon to render service available from no other source.

On Saturday, January 25, 1937, two planes of the 35th Division Aviation, Missouri National Guard were ordered to Sikeston, Missouri for flood relief work. These planes arrived just before noon and reported ready for service to Captain Shephard of the Missouri State Highway Patrol with whom the detachment was to cooperate. The danger area as set forth by Captain Shephard was bounded by the untried set-back levee built in almost a straight line from Birds Point on the North, to New Madrid on the South, and by the old levee that followed the course of the Mississippi River between these points. This is an arc 35 miles long and varies from 3 miles wide, to 18 miles at its widest point. Several hundred families made their homes in this area. Most of these houses were widely separated; some being miles from their nearest neighbor. On Saturday afternoon, January 23, 1937, Ceneral Lewis M. Means, The Adjutant General of Missouri, arrived in a third plane to take personal command of the situation.

The first day of this ten day detail was spent patrolling the outer levee between Birds Point across the river from Cairo, Illinois and New Madrid and dropping warnings to the population in the danger area. The area between the levees was in immediate danger of being flooded and it was to be the job of the aviation to cooperate with the State Highway Patrol and other ground forces to warn the populace in the area of the impending danger and to eliminate, as far as possible, the loss of life.

As the water was already very near the top of the eld levee and rising, it was necessary that everyone within this area be warned of the flood that was sure to come. For this purpose, mimsographed copies of the warning were placed in paper sacks, weighted with stones, fastened with yellow cotton streamers, and dropped to everyone that could be see from the planes. Two-way radio contact was established and kept at all times with the State Highway Patrol Headquarters through WVDG and WVVD mateur operators in Sike ston.

• commercial radio receivers were installed at State Patrol Headquarters; one tuned to the airplane frequency, and one to the ground station frequency. The ground station had direct phone connection to the Headquarters and in this manner orders and reports were received and acknowledged practically as fast as if the transmitter was located at the Headquarters on the ground.

Barly on Monday, January 25, 1937, the first breaks in the levee were reported by radio in a plane from Birds Point. In rapid succession, breaks along this section of the levee were reported by radio. The river was going over the top of the levee in a dozen places and already houses and barns near the breaks were being broken to pieces and washed away. As the floodway between the levees filled boat stations were established along the set-back levee and State Petrolmen were stationed at these points with their radio equipped cars. Reports of people in distress were given by radio from the plane directly to these Patrolmen who would immediately dispatch boats to the aid of the marconed people. Often it was necessary for the planes to direct the boats around woods or through ice to these people.

THIS PAGE IS UNCLASSIFIED

On Wednesday morning, two planes took the air to systematically check every house located in the floodway. This was found to be the only practical method to be sure no one was left in need of aid. This took all day Wednesday and part of the next morning. Water lacking up behind the set-back leves North of New Madrid and this area now called for mable reconnaissance. Though there was very little or no current in this backup water, it was spreading more and more every hour and houses were being filled to the second floor. This water had covered miles of farm land behind the leves and another boat station was necessary to send boats to these homes and remove the people.

On Thursday, Governor Lloyd C. Stark of Missouri was flown to Sikeston in one of the Missouri National Guard planes to view the flooded area. After inspecting the entire flooded district by air, he inspected the emergency relief headquarters. He was accompanied on this serial inspection by General Means in the second Missouri National Guard plane. It was on this tour of inspection that one family and several children were located in the flooded area and a radio request for aid was immediately dispatched by the pilot of one of the planes.

This tour of duty lasted ten days and 114 hours were flown in patrolling the levees in reconnai scance and photo work.

The detachment was under the command of Captain Eric N. Kaeppel and in it were Lieutenants Ray N. Kutterer, Cleon E. Freeman, Kenneth R. Case, James N. Higgs, Sergeants Arthur P. Rethemeyer, William T. Rainey, Francis B. Grothe, William A. Brazill, and Vernon C. Wallach. The experience encountered on this occasion will be long remembered by those who took part in the work, and as the presence of airplanes to aid the ground forces has been credited with a saving of scores of lives of people, whom it would otherwise have been impossible to legate, the value of observation eviation in this type of work has been definitely established.

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photo bet

THE STATE HISTORICAL SOCIETY OF MISSOURY

COLUMBIA

October 16, 1941

Major Edwin H. Lauth 110th Photo Section Robertson, Missouri

Dear Major Lauth:

This Society is collecting for permanent preservation representative photographs of Missouri scenes, industrial and commercial concerns, and other subjects of both current and historical interest.

In this connection I recall that there have frequently been published in newspapers, magazines, and state reports various aerial photographs taken by the 110th Photo Section. May I ask what disposition is made of such prints and negatives, whether they are filed or discarded, and to what extent prints of such pictures are available to this Society for its permanent files?

In case you have aerial photographs of Missouri cities, historical sites, and representative topographical views could you send us a list of them, particularly if there any which we may obtain?

I realize, of course, that at the present time photographs of defense areas are unavailable, but these are not within our sphere of interest. We are seeking, instead, only such pictures as are of public, and permanent, historical interest. Any information you can furnish as to the availability of the latter will be greatly appreciated.

Sincerely yours,

Margaret Keller

Secretary to Floyd C. Shoemaker.

RTK:

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THE STATE HISTORICAL SOCIETY OF MISSOURI
OFFICE OF THE SECRETARY
COLUMBIA

140/01

October 22, 1941

Lieutenant Myron J. Grimes Assistant Photo Officer 110th Observation Squadron Little Rock, Arkansas

Dear Lieutenant Grimes:

I am very happy to learn from your kind letter of October 21 that you will keep this Society's request for negatives and photographs in mind when your files are revised. Especially before you dispose of any negatives we should be pleased to be permitted to make selections for permanent preservation in our files.

I assure you that this Society will appreciate your cooperation in this matter.

Sincerely yours,

Margaret Keller

RTK:

Secretary to Floyd C. Shoemaker.

P. S. Mr. Shoemaker is out of the city.

#### 35TH DIVISION AVIATION By Lt. E. Roy Alexander.

Thirty-fifth Division Aviation, Missouri National Guard, was organized formally on June 23, 1933, when the 110th Observation Squadron, 110th Photo Section and 170th Intelligence Section were Federally recognized and designated as components of 35th Division Air Service. Organization of the units was directly traceable to the growing enthusiasm for aviation in St. Louis, which in that year brought the International air Races to that city, and laid the groundwork for the purchase and equipment of the municipal airport, Lambert-St. Louis Field.

The first cormanding officer of 35th Division Air Service was Major William B. Robertson, a War-time flying officer who had set up his headquarters as head of a commercial flying concern in a small field in Forest Park, and had moved them to the field that is now the municipal airport a few months before the National Guard unit was organized. Major Robertson and other aviation leaders of the day directed the

organization of the units.

First headquarters of the 35th Division Air Service were in a filling station on Manchester Avenue, from which place it was moved to a small room over a grocery store on Olive Street Road in St. Louis County. Drills were held at the flying field then little more than a pasture. There were no airplanes, no uniforms for enlisted men. The first flying equipment was an OX JN-4 which was purchased by the officers of the squadron and used for flying training until early 1924, when three JN-4H's were received. The officers also purchased a 150 H.P. Hisso engine and installed it in the original airplane during the time that it was flown by them.

The planes were housed and the field headquarters were located in two corrugated tin hangars erected on the flying field during the air races of 1923, and turnec over to the squadron. Beginning early in 1924 other equipment than airplanes began to arrive, cameras, tools, flying clothing and rolling stock; and also parachutes, the first three of which were received on august 29, 1924. By the close of the year the organization had assumed a stabilized form as to personnel and was functioning in the program of a

planned training schedule.

New flying equipment was added year by year as aeronautics advanced. A new TW-3 was received in 1925 and a new Douglas 0-20 in 1926. Two PT-1's were received in 1926, and in the following year the organization with the rest of the Air Corps said farewell to the last of the Jennies which were surveyed and destroyed. Two new Curtiss O-11's were received in early 1928 and were turned in to the Air Corps in the spring of 1929 for Douglas O-2H's and one BT-1. From 1929 to 1935 the organization trained with these types of airplanes, which were gradually replaced in 1933 by 0-38B's and 0-38E's.

Headquarters facilities of the organization improved along with the quality and quantity of its equipment. From the room over the grocery store they were moved in 1925 to a large room at 1115 Hodiamont avenue, St. Louis, in the second floor of a store building. Drills were held during the ensuing two years at the 138th Infantry armory, with Sunday morning flying periods held in addition at Lambert-St. Louis Field. Late in 1926 the headquarters office was moved to 200 South Theresa avenue on the first and second floors of a warehouse building, which otherwise was given over to a

public garage and a pecan factory.

During this period of the existence of Thirty-Fifth Division Air Service, the organization was officially informed that its Federal recognition would be withdrawn if it did not find adequate headquarters facilities. At this juncture the command of Battery "A", 128th Field Artillery, Missouri National Guard, intervened with an article of the free use of its facilities on South Grand Boulevard which was gratefully accepted. In the spring of 1927 the flying unit moved its offices into the artillery organization's quarters, thereby meeting the conditions imposed for continuance of its operations.

incidentally, an item of \$100,000 for a National Guard hangar. While waiting for erection of its building, the organization moved its headquarters in 1929 to old Central District police station at 208 South Twelfth Street. Finally in July, 1931, its new hangar, including offices and shops, was ready and so finally, after seven years, headquarters, flying equipment, and all other squadron facilities were in one place. Major Robertson, first commanding officer, resigned on September 16, 1924, and was succeeded by Captain Charles R. Wassall, also a War-time officer who had been operations officer. Captain Wassall was succeeded on May 21, 1925, by Captain Milliam H. Leininger, but remained in the squadron. Captain Leininger resigned on October 14, 1925, and Captain Wassall succeeding him, was promoted to Major. He was in command of the organization from the t time until September 16, 1929, when he was transferred to the National Guard Reserve at his own request. He was succeeded by Captain Russell A. Young, who was in command from September 17, 1929, to February 8, 1930, when Captain John P. Sparks took command. Captain Sparks was succeeded on October 23, 1930 by Major Philip R. Love, air mail pilot and graduate of the army flying school at Kelly Field, who had rised from the rank of second lieutenant to captain prior to taking charge as commanding officer. Among the officers of the 35th Division air Service from 1924 to 1927 was Charles A. Lindbergh, who was promoted from captain to colonel by act of the State Legislature following his memorable New York to Paris flight. Colonel Lindbergh headquartered at St. Louis as an instructor, and later as an air mail pilot, in the three years prior to the trans-atlantic flight, was active as an officer, and had various administrative assignments in the squadron during that time. He and Major Love were classmates at the army flying school. The squadron's first air Corps instructor was lst Lieutenent Fred C.Nelson, now a captain in the Air Corps, U. S. Army. He was succeeded in 1925 by 1st Lieutenant Captain F. Griffin, now a captain in the Air Corps, who was relieved in 1927 when Captain Harry H. Young, now a major, was assigned. Captain Young was relieved in 1930 by Captain Armin F. Herold, who was succeeded in 1934, at the conclusion of his four-year tour, by Captain Arthur Thomas. In its first year the organization had no emual field training period, but it began its summer program in 1924 when the annual encomponent was held at Camp Clark, Nevada, Missouri. The 1925 camp was held there, and in 1926, 1927 and 1928, the organization took its training at Lambert-St. Louis Field. From 1929 to 1934 inclusive, the organization's field training was held at Marshall Field, Fort Riley, Kansas, where the training program was correlated with that of the 60th Field Artillery Brigade, Kansas National Guard, also a component of the Among extra details given 35th Division Aviation since its organization was the assignment of its entire personnel to guard duty from September 26 to October 5, 1927, when a tornado had devastated the central part of St. Louis. From May 1 to 15, five airplanes participated in the Air Corps Mameuvers, and from July 17, to 30, 1981, three airplanes and crews cooperated with the 203rd Coast artillery (AA), Missouri National Guard, at its annual encampment at Fort Barrancas, Florida. Individual pilots and airplanes of the squadron were assigned frequently during 1933 to special details including cooperation with the State Highway Patrol on one occasion in a hunt for fugitive criminals, and ferrying of U. S. Public Health Service officials during the encephalitis epidemic in St. Louis in the summer of

When the army took over the air mail in February, 1934, following cancellation of commercial contracts by executive order, the hangar of 35th Division Aviation became center of the St. Louis district. Ten to twelve Air Corps officers, fifteen enlisted men and six to ten planes were employed in carrying on the operations of the district. Quarters for all facilities, including communications, were provided in the hangar. Three new 0-38E airplanes, just received by the squadron, were turned over for use in the mail service and were used on other divisions of the air mail. Two were returned to the squadron in June, 1934, one of the three loaned crashed while in air mail service. Since the date of its first flying operations, 35th Division Aviation has also participated at points throughout the State in celebrations sponsored by State and civic organizations, especially including those designed to stimulate interest in State agencies and in aviation. These included airport dedications, inaugurations of Missouri's governors, and State conventions of the American Legion. In its present organization as 35th Division Aviation, the unit includes 110th Observation Squadron, 110th Photo Section and 110th Medical Department Detachment. The last was added in May, 1927, two years after the 170th Intelligence Section, part of the original organization, had been disbanded and transferred to the Photo Section. As constituted at present, the organization includes 21 officers and 100

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THE STATE HISTORICAL SOCIETY OF MISSOURI
OFFICE OF THE SECRETARY
COLUMBIA

February 24, 1942

Ceptain Cleon E. Freeman, Commanding Officer 110th Observation Squadron 71st Observation Group, Air Corps Selinas Army Air base Salinas, California

Dear Captain Freeman:

I om pleased to acknowledge the receipt of sixty-eight film negatives and thirty-five glass negatives represending camp and headquarters scenes, officers of the 110th Observation Squadron, the "Spirit of St. Louis," Charles A. Lindbergh, etc., taken during 1928-1932. We shall keep this material together as a unit, as you request.

In requesting that this Society be permitted to make selections from your negative files before material is discarded we had in mind particularly air photos of Missouri cities, historical sites, and representative topographical views. If such views should become available in the future will you please send us a brief list so that we may select those most suited to our needs?

With kindest regards, I am .

Very sincerely,

RTK:



# SOUTHERN MILITARY REVIEW

THE ARMY NEWSPAPER



VOL. 5 — NO. 16.

LITTLE ROCK, ARK., APRIL 18, 1941

FIVE CENTS

## 153 New Buildings Planned For Camp

### Service Club Formally Opens With Dancing

Camp Robinson — The band from the 138th Infantry Regiment irnished music for dancing Tuesuay night with 255 enlisted men from each Regiment participating in the formal opening of the Soldiers' Service Club here.

Master Sergeants led the grand march which opened the evenings entertainment.

Among the guests of the men were Mrs. Joseph T. Robinson, widow of the Senator for whom this Camp was named; Brig. Gen. George H. Wark, Commander of the 60th Field Artillery Brigade; Mr. and Mrs. Grady Miller and Mr. and Mrs. Nolan Blass.

Regular semi-weekly dances will be held at the club by various

#### TRAINEE WANTS BUS FOR BUDDIES

Washington — Selective Service, publication of the Selective Service System, Washington, D. C., often uncovers interesting items in the operation of the System program.

This comes from the April 1

"The following communication from a selectee who "missed the bus" was received recently by a local board in Georgia: ("I am very sorry if I caus-

("I am very sorry if I caused any delay by not reporting to the Army camp with the other boys from our county. I had a little setback but am feeling fine now and am ready to report."

report.

("Please send a good-size
Army bus because there are
some of my buddies who insist
on going with me.")

ORFOLK MEN

### COMPANIES WILL HAVE OWN HALL

2 SCHOOL BUILDINGS

Camp Robinson — Announcement was made this week by Capt. William C. Campbell, Construction quartermaster here, of the setting aside of \$470,000 for the construction of 151 recreation halls and two buildings to house the communications school. The buildings are to be completed by July 15.

Each company in the Division under the plan will have its own recreation hall when the building

#### "TONGUE-TWISTERS" FOR "TOP KICKS"

Tongue-twisting names are not unusual in Uncle Sam's armed forces, because of the many races blended in our citizenry, and the registration of some 16,000,000 men for Selective Service training could be expected to add to them.

However, it is among the sons of American aborigines that some of the most picturesque are found, as witness the following Navajo Indian registrants in New Mexico:
"Kin-yah-ahu-nih Bega,"

"Kin - yah - ahu - nih Bega,"
"Haska-ith-no-pah," "Haska Da Yah," "Chee."

Picture the "top kick" struggling with these at roll call, and then add to his worries with the following:

"Whiskey Boy," "Mud Kid,"
"Id Kid's Nephew," "Fast
se's Son," "White Horse,"
"Yellow Hair," "John Short

### General Lear Praises 137th After Funeral

Camp Robinson — Lt. Gen. Ben Lear, Second Army Commander, complimented Lt. Col. Arthur S. Ericsson, Commander of the 137th Infantry Regiment, upon the appearance of the regiment's band and Second Battalion at the funeral last Saturday of the late United States Senator Morris Sheppard.

Maj. Gen. R. E. Truman, 35th Division Commander, had selected the crack marching battalion to serve as Guard of Honor at the funeral.

Meeting the special funeral train from Washington when it arrived at Texarkana, the units escorted the hearse to the First Methodist Church. At the cemetery later in he day, the battalion formed and presented arms when the funeral

1439



VOL. 5 - NO. 16.

LITTLE ROCK, ARK., APRIL 18, 1941



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ar. and Mrs. Grady Miller and Mr. and Mrs. Nolan Blass.

Regular semi-weekly dances will be held at the club by various Regiments of the Division henceforth.

forth.

Disaster for the club was narrowly averted Wednesday night when a fire was discovered under the kitchen of the club cafeteria by Pvt. Andrew A. Sgroi, Co. A, 140th Infantry Regiment. Pvt. Sgroi summoned aid and a bucket brigade of nine soldiers brought the fire under control before ar-

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("Please send a good-size
Army bus because there are
some of my buddies who insist
on going with me.")

### NORFOLK MEN AT CAMP IN PARTY

Camp Robinson — Con y B of the 110th Medical Regiment, Neb., celebrated its first annivercompany mess hall.

### Scope Of Various Schools Being Conducted By Army Brought Out

The Engineer School at Fort Belvoir, Va., near Mt. Vernon, is the training center where young engineer officers are taught the practical application of their previous techni-

In peacetime, the school conducts two courses for officers and four for enlisted men. There is a nine-month's course for engineer officers of the Regular Army, about 40 of whom attend each the Engineer School.

The course consists mainly of

officer is first sent for two years either  $\Phi$  duty with troops or on civil work in a river and harbor districts. There is also a three-districts, He is then sent to a civilengineering college to obtain a degree. He may also obtain a felson of the types Lt. Marvin C. Bowers, 110H Englar arose from an apparent wasteland on other types Lt. Marvin C. Bowers, 110H Englar arose from an apparent wasteland of oaks and underbrush, with only a nucleus of scattered remnants of old Camp Pike, Camp Joseph T. Robinson, the pride of the War Department, that has been called being assigned to this station. See FAIRCHILD, Page Eight

attending all the Army's schools.

A newly commissioned engineer officer is first sent for two years either  $\Phi$  duty with troops or on done in the river and harbor dis-

### **COMPANIES** WILL HAVE OWN HALL

2 SCHOOL BUILDINGS

Camp Robinson nouncement was made this week by Capt. William C. Campbell, Construction Quartermaster here, of the setting aside of \$470,000 for the construction of 151 rec-reation halls and two buildings to house the communications school. The buildings are to be completed by July 15.

15.
Each company in the Division under the plan will have its own recreation hall when the building program is completed, it was pointed out.

The halls are to be 25 by 48 feet and will be fitted for entertainment and amusement at night as well as for decreasing the second of the s

made up of men from Norfolk, well as for day reading, writing and relaxation rooms. Commun Neb., celebrated its first anniver-sary last week with a party in the of two-story frame construction, it

of communications has field supply conditions. been anticipated, announcement of funds being made available for the Company halls was news to Camp Officials, it was stated.

As soon as plans and specifications are received by the Construction Quartermaster invitations to bidders will be advertised, as the work will all be done under lump sum contract.

To complete the work in the

### "TONGUE-TWISTERS"

Tongue-twisting names are not unusual in Uncle Sam's armed forces, because of the many races blended in our citizenry, and the registration of some 16,000,000 men for Selective Service training could be expected to add to them.

However, it is among the ons of American aborigines sons of American aborigines that some of the most pictures-que are found, as witness the following Navajo Indian regis-trants in New Mexico:

"Kin-yah-ahu-nih Bega,"
"Haska-ith-no-pah," "Haska Da Vah," "Ghea,"

Yah," "Chee."
Picture the "top kick" strug

Picture the "top kick" struggling with these at roll call, and then add to his worries with the following:

"Whiskey Boy," "Mud Kid,"

"Mid Kid's Nephew," "Fast

"Yellow Hait," "John Short
Fair," and "Rereat,"

—Selective Service.

### War Games Test **Supply Units**

the fire under control before arrival of camp fire fighting equip. There are still 23 of the original ment.

Although damage was not extensive, an officer's board headed by Lt. Col. George R. Wells, of the Induction Station, met with Maj. Walter G. Stout, Fire Marhall.

Although of the company in the regiment but in various companies returned to their old company for the party. Although of the construction of the Induction Station, met with Maj. Walter G. Stout, Fire Marhall.

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70,000 men.

### General Lear Praises 137th After Funeral

Camp Robinson - Lt. Gen. Ben. Lear, Second Army Commander, complimented Lt. Col. Arthur S. Ericsson, Commander of the 137th Infantry Regiment, upon the appearance of the regiment's band and Second Battalion at the funeral last Saturday of the late United States Senator Morris Sheppard.

Maj. Gen. R. E. Truman, 35th Division Commander, had selected the crack marching battalion to serve as Guard of Honor at the funeral.

funeral.

Meeting the special funeral train from Washington when it arrived at Texarkana, the units escorted the hearse to the First Methodist Church. At the cemetery later in he day, the battalion formed and presented arms when the funeral coriege passed.

The troops, 542 men and 22 cr-ficers, moved to Texarkana Friday in a 72 truck convoy provided by the 110th Quartermaster Regiment. The Battalion cooked supper and bivouacked for the night at Spring Lake Park, sleeping in pup tents.

Lake Park, sleeping in pup tents. After the funeral, the convoy moved back to 35th Division Head-

It would be expecting-too much, charge of a special detail which he thinks, for something not to go awry in rapid deliveries on last-Little Rock to Texarkana. Memnute orders for feeding some bers of the detail were Sgt. Clarence C. Robinson and Privates "If an outfit finds itself with-See WAR GAMES, Page Eight R. Sutton.

### **Colonel Fairchild Succeeds** specified time, Captain Campbell Colonel Hobbs As Camp Executive

year.

A rewly commissioned engineer officer is first sent for the Army's schools.

A newly commissioned engineer officer is first sent for the first sent for the course consists mainly of the Engineer School.

The course consists mainly of tactics and technic of Engineers Camp Robinson — Lt. Col. S. G. Fairchild, who has been Camp Commander at Ft. Crook, Neb., Friday succeed-tactics and technic of Engineers and technic of Engineers and technic of Engineers and technic of Engineers Camp Robinson — Lt. Col. S. G. Fairchild, who has been Camp Commander at Ft. Crook, Neb., Friday succeeded Lt. Col. L. S. Hobbs as Camp Executive Officer here. Colonel Hobbs is returning to his former post as Commander of the Third Infantry Regiment at Ft. Snelling, constitutive commissions of the Engineer School.

The course consists mainly of tactics and technic of Engineers and of the other combat arms, field mander, this week announced the reassignment of three officers to units in the Division. They are lated the course consists mainly of tactics and technic of Engineers Camp Robinson — Lt. Col. S. G. Fairchild, who has been Camp Commander at Ft. Crook, Neb., Friday succeeded Lt. Col. L. S. Hobbs as Camp Executive Officer here.

Colonel Hobbs came here as — Col

#### SOUTHERN MILITARY REVIEW

### History And Program Of Civilian Military Council Is Reviewed

EDITOR'S NOTE: Because the work so ably being done here by the Little Rock Civilian Military Council, its Soldiers' Service Center and its employees is quite unique in coordinating Military and Civilian activities, and because its efforts are having such a profound effect upon the welfare and morale of Soldiers stationed at Camp Joseph T. Robinson, we are glad to be able to publish this well-preparation. ed resume of the council's endeavors

Little Rock — An outline of the historical background and functions of the Little Rock Civilian Military Council has been prepared by Edward H. Tuttle, Church Cooperation Secretary, with the help and guidance of Harvey W. Anderson, Executive Director.
"The decision by the United

States Government to locate Camp Joseph T. Robinson seven miles from the City to accommodate 30, 000 soldiers created a situation demanding immediate attention by the citizens of Little Rock. Their primary responsibility was to pro vide wholesome diversion for the men during their leisure time "off post" in the city. The first logical step was to make a survey of resources and facilities available in the community.

"The Greater Little Rock Council of Social Agencies appointed a committee to make the survey and to recommend ways and means to meet the situation. The Council invited T. L. Leis, Field Director from the National Recreation Association to make the study. Upon completion of this study the committee recommended the organization of a Civilian Military Council to coordinate, direct, and administer services to men in uniform, From the very leg pning the Cou

Committees and supplemente by several members from the community at large and repre sentatives from Camp Robin

An Executive Committee. Employed staff.

"The work of the Council is financed by voluntary contribution from the citizens of Little Rock. An able Finance Committee in a short campaign raised over \$30,000 to launch the Council's program

"The following permanent sub ommittees were appointed:

- Finance and Budget.
- Housing and Maintenance. Recreation and Entertainment
- Home Hospitality and Womens Participation. Commercial Amusement.
- Volunteer Service. Health, Sanitation
- Traffic.

9. Church Cooperation

# LIFE IN THE ROAR by KANE



county and state.

To coordinate the work of social agencies of Little Rock so that facilities are provided for better adjustment of soldiers' problems

To recommend legislation required for enforcing health measures related to the service for soldiers and to see that laws are enforced.

"Traffic Committee

To assist in the protection of military and civilian traffic and to offer help in solving special traffic problems.

To re-route traffic when neces sary in cooperation with Police Traffic Department and Ofand to recommend clear-st transportation channels between the city and Camp.

April 18.

uniform. To assist in organizing leagues, arranging schedules, and se-curing officials for games, tournaments and contests.

To provide recreation facilities, equipment, etc. in the Soldiers' Service Center and arrange for supervision of such recreation.

To plan and supervise tours, outdoor parties, picnics, week end trips in and out of the city in cooperation with other Committees

To cooperate with other Committees in recreation matters. "Committee on Church Coopera-

1. The Composition of the Committee. The Committee consists of fourteen laymen representing an equal number of denominations including all faiths appointed by leaders in their respective denominations. They are responsible for the liasion activities between the Committee and their respective denominational group. members of the Committee are selected "at large" and they are charged with the representation of small denomina. tional groups whose membership did not justify a separate Committeeman. The Secretary of the Committee, a full time professional worker, was approved by the Committee following recommendation of the Greater Little Rock Ministerial See HISTORY, Page Three

--------------TIPTON AND BURST, INC. 1941

### General Lear In Brief Visit At Camp This Week

Camp Robinson - Lt. Gen. F Lear, Commander of the Seco Army, with headquarters at Me phis, Tenn., visited Maj. Gen. E. Truman, 35th Division Co mander, and Camp Robinson bri

Arriving by plane, Gen. Le made a routine inspection accor panied by Gen. Truman and turned to Memphis the same e

Notice was given that the trai-ing program would be intensifie following completion of the bas training period within the near f

Regimental commanders told it was their duty to cooperatin producing well-trained combe soldiers at the earliest possib moment. Trainees will be past the awkward stage after fininshing the basic work when the program ca-be stepped up, the General said.

Several units at training wer inspected by the Commanders. Gen Lear was profuse in his compil ments to officers and men on the condition and appearance of their

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"The Greater Little Rock Cour cil of Social Agencies appointed : committee to make the survey and to recommend ways and means to meet the situation. The Council in vited T. L. Leis, Field Director from the National Recreation As sociation to make the study. Upor completion of this study the com mittee recommended the organization of a Civilian Military Counci to coordinate, direct, and administ er services to men in uniform, From the very beginning the Council established the policy of working through and with existing agencies seeking always to strengthen thes agencies, protect their services to civilians, and to use the free time of their equipment and staff for service to soldiers.

"A visit by a Secretary from the National Council of the Y. M. C. A. and an offer of help by them resulted in the assignment of a trained Secretary furnished by the Y. M. C. A. to give his full time the leadership of the Civilian Military Council.

"The citizens of Little Rock responded to the appeal for lead- Committees. ership, Prominent business and protime and talent. The organization of the Council was perfected, and its program got underway very soon | Center provides: after the 35th Division began to 1. Information service, bulletin arrive in Camp.

"The Council was very fortunat to secure at a modest rental the three story building formerly oc- 2. cupied by the American Exchange Trust Company. This building is centrally located at Third and Main Streets, Little Rock. It houses 4. Writing room, free stationery very adequately the Council's offices and Committees, serves as a clearing house for all cooperating agencies for their services to and 6. from Camp Robinson, and pro- 7. vides clubrooms and facilities for the Soldiers' Service Center.

- 1. An Advisory Committee representing the organized forces of the community - social agencies, schools, churches. clubs, fraternal orders, etc.
- 2. A General Committee compos ed of the Chairmen of all Sub-

Committees and supplement by several members from the community at large and representatives from Camp Robin

An Executive Committee

4. Employed staff.

"The work of the Council is financed by voluntary contributions from the citizens of Little Rock An able Finance Committee in short campaign raised over \$30.00 o launch the Council's program.

"The following permanent sub mittees were appointed:

- Finance and Budget.
- Housing and Maintenance
- Recreation and Entertainment Home Hospitality and Womens Participation
- Commercial Amusement. Volunteer Service.
- Health, Sanitation and Social Service.
- Church Cooperation 10. Public Relation.

"The activities of these Committees are directed by an emplostaff: An Executive Director; Coordinator of W. P. A. Participation and Director of Volunteer Service; a Recreation Director; Church Cooperation Director; a Business Manager and Housing Director; a Director for Womens Participation; two Secretaries sixteen W. P. A. workers; one night supervisor, three janitors.

"The program and activities of the Civilian Military Council can best be described by a brief statement of the work of each of its

"The House Committee provides fessional men volunteered their the office Headquarters for the Council's Committees and operates the Soldiers' Service Center. The

boards for churches, theaters and schedules of daily events of interest to soldiers.

Free Checkroom service, sale of postage stamps, post cards.

Reading room, magazines hometown papers.

Game room, table tennis, cards, chess, checkers ,dominoes and parlor games.

Ladies lounge and rest rooms Personal counselling service.

"Committee on Health, Sanita tion, Social Service and Legisla-"The organization plan provides tion and Law Enforcement, has the following functions:

1. To assist in the control of con ditions in the City of Little Rock which might affect the health of the men during their leisure time. The Committee has the active cooperation of health officials of the city,



To coordinate the work of cial agencies of Little Rock so that facilities are provided for better adjustment of soldiers' problems.

To recommend legislation re quired for enforcing health measures related to the serv ice for soldiers and to see that laws are enforced.

"Committee on Home Hospitality and Womens Participation functions as follows:

To enlist the volunteer service of womens organizations and women in general in the work of the Council in all its as-

To give the "woman's touch" to the Soldiers' Service Center. 3. To assist with the entertain. ment of visiting mothers, wives, sweethearts, friends and relatives of the soldiers

4. To cooperate in the registration of girls for attendance at dances and parties sponsored by the Council.

"Committee on Commercial Amusements:

To protect the men against exploitation or excessive charges for amusements by commercial concerns.

To arrange on occasion special rates for soldiers at amusement places, baseball games,

To provide information concerning commercial amuse-

"Volunteer Service:

1. To recruit, train, and place volunteer workers in the ac tivities of the Council and also in the activities of social agen. cies cooperating with the Coun.

To interest and enlist service clubs and organizations in assuming group responsibilities for helping with the activities of the Council.

To encourage clubs which have quarters of their own to make available their facilities to men in uniform and extend invitations to the men to attend their regular and special functions.

"Traffic Committee

To assist in the protection military and civilian traffic and to offer help in solving special traffic problems.

To re-route traffic when neces sary in cooperation with Police Traffic Department and Offie' and to recommend clear. ance of transportation channels between the city and Camp. "Housing Committee:

To list available living quarter" the families of the men in form and to arrange for inspection of these quarters.

To maintain a complete index of information describing rent als available.

"Recreation and Entertainment Committee has in its membership representatives from the major sport groups and works closely with the local and state A. A. U. in planning its program.

Its functions are:

1. To list available facilities for recreation, both indoor and outdoor, for use by the men in

### VENUS **Beauty Shop**

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See HISTORY, Page Three

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April 18.

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SOUTHERN MILITARY REVIEW



By GENE CARR



"Ya Can't Have Ya Bus fer a Week." 4'Ye Gods, What Am I To Do For Exercise?"

PROMOTIONS

Lieutenant Colonel Maj. C. O. Raine, Jr., 140th Infantry Regiment. Captain

JUST HUMANS

HISTORY

(Continued from Page Two) Alliance. The members of the Committee are used consistently in establishing and main taining relationships with bath their denominational groups and the Committee.

The Scope and Functions of that

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### O.K. CAB CO. Inc.

LEVY, ARKANSAS ANNOUNCES A NEW SERVICE

### JITNEY CABS TO AND FROM **CAMP ROBINSON** and LITTLE ROCK

CARS LEAVING WEST ENTRANCE OF

### ROBINSON AUDITORIUM

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the Committee office to ministers, chaplains, and Camp bulle tin boards keeping each group advised of plans and activities. Church directory and informa tion service maintained at the Soldiers' Service Center.

 Maintenance of a religious census file howing the member hip or preference of eacr sollier and the use of this infor. mation by the ministers.

11. Stimulating and organizing church attendance parties and arranging for their transporta.

"A very important part of the Civilian Military Council Staff is a group of workers assigned to the



Page Three

WHEN YOUR WATCH STOPS — STOP AT

THE WATCH SHOP

WATCH REPAIRING

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AND HURST, INC. 's Day Flowers

Little Rock, Ark. ------

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und Trip Fares HOT SPRINGS

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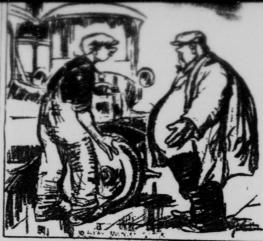
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Little Rock



'Ya Can't Have Ya Bus fer a Week." 4'Ye Gods, What Am I To Do For Exercise?"

PROMOTIONS

Lieutenant Colonel Maj. C. O. Raine, Jr., 140th Infantry Regiment.

Captain

1st Lt. Raymond on Long,
137th Infantry Regime.

1st Lt. Francis E. Wagner, 161st
Field Artillery Regiment.

2d Lt. Albert M. P. T., 134th
Infantry Regiment.

2d Lt. J. A. Reavis, 134th Infantry Regiment. Captain

fantry Regiment. 2d Lt. Matthias Hummell, 138th

Infantry Regiment. 2d Lt. Waldo K. Bess, 140th In-

2d Lt. Paul Hill, 140th Infantry 2d Lt. Mason E. Poinsett, 140th

Infantry Regiment 2d Lt. W. H. Palmer, 134th Infantry Regiment

2d Lt. Albert B. Osborne, 134th Infantry Regiment. 2d Lt. Harold W. Baldwin, 137th Infantry Regiment.

#### TRAINING FILMS SHOWN TO TROOPS

Camp Robinson - Going to the movies is one way 35th Division troops are learning their jobs as soldiers. Training films are being shown in regimental recreation halls to suplement daytime instruction

Titles of the films being exhibited this month include: Map Reading, Signal Communication within the infantry regiment, Reconnaissance and Occupation of Position River Crossing by an Infantry Battalion, Musketry and Combat Practic Firing, Bayonet Training, Employment of Machine Gun in Attack and in Defense Infantry Hasty Field Fortifications, Technique of Small Arms Fire Against Attack. Aviation, Truck-Drawn Units, their nature, work and op-eration on difficult terrain and in crossing streams, Preparation of Fire and the 5mm Guns and Parachute training in German Army.

HISTORY

Committee are used consistently in establishing and maintaining relationships with bath The Scope and Functions of the

Committee.
The scope of work involves
three main categories: (a) Direct advisory service to the
churches of Greater Little
churches and carrying out services for men in uniform; (b) Advisory service to the chaplains at Camp Robinson in maintaining a smooth flow of relationships with the churches; (c) Direct service to the soldiers as performed at the Soldiers' Service Center. The scope outlined above in-

1. Establishment of "open house facilities in church buildings for the soldiers on week ends. Arrangement of fellowship dinners and meetings.

Cementing relationships be tween the soldiers and the young people of the churches, Adoption of "extra-plate" arrangements whereby soldiers are invited into the homes of the members of the congregation for dinner,

Consultation service between the soldiers and ministers.

Providing on request church musical talent for Camp religious services.

Selection by the Chaplains of Soldier Denominational Committees to act as interpretative groups for planned church events. These men are selected on the basis of their proved interest in church activities of their denomination. They serve not only as advisory groups but also as an influential body of men who believe in the up. holding of Christian ideals and ctions: soldiers.

Regular bulletin service from

(Continued from Page Two)

Alliance. The members of the their denominational groups and the Committee.

"A very important part of the Sivilian Military Council Staff is a group of workers assigned to the Council by the W. P. A. The entire staff consists of seventeen perpus whose duties include supervision of the recreational facilities Rock in planning and carrying at the Soldiers' Service Center, at. tendants, night hostess, librarian, etc. Aside from specific duties at the Soldiers' Service Center the W. P. A. coordination group carries a considerable load of activities in connection with other Council Com. mittees and with Camp officials. "Functions include:

the Committee office to minist-

ers, chaplains, and Camp bulle-

tin boards keeping each group

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11. Stimulating and organizing

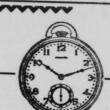
1. Securing sponsors for dances in the city. This feature is a weekly event and involves the willingness of a Little Rock Club or commercial organization to act as hosts to soldiers for a well supervised evening of dancing. Invitations are extended to soldiers through the Division Morale Officer. Girls are secured from churches, sororities, women's clubs, etc. It is so arranged that the girls and are escorted home afterwards by the hosts.

Programs are arranged for week. The entertainment involves high class recreational features and is in great demand by the soldiers.

Sponsorship of Regimental dances. In cooperation with Robinson Camp hostesses girls are securon schedule at various recreafurnished by the Army.

Public Relations Committee fun-

and activities of the Civilian the needs arise.



JITNEY CABS TO AND FROM

CAMP ROBINSON and

LITTLE ROCK

CARS LEAVING WEST ENTRANCE OF

ROBINSON AUDITORIUM

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421 Main

Military Council to the citi-

2. To assist Army authorities in intrepreting Army regulations and policies to the general public.

"The Civilian Military Council represents an "all out" effort on the part of the citizens of Little Rock to cooperate with the Nation. meet the men at the dance hall al Defense Forces. It is an on going effort that recognizes the shifting alignments and changing needs created by the national emergency. presentation at regimental The Council has been signally sur-recreation halls during the cessful in coordinating the country. cessful in coordinating the constructive forces of the community and in centering their attention on the problems, needs, and the opportunities brought to Little Rock by the large concentration of men at Camp

"The leaders recognized at the ed who attend supervised dances | very outset that the job was too big for any single agency to cope tional halls. Transportation is with, hence the Council. They are conscious of the many shortcomings and limitations of the present set up. They are learning by doing. actions among their fellow 1. To maintain a steady flow of They are ready to make adjustinterpretation of the policies ments and attack new problems as

Page Four

#### SCUTHERN MILITARY REVIEW

April 18.

### Southern Military Review

Address all communications to the Southern Military Review, Box 1792, Little Rock, Arkansas.

### Health In Army Camps

If you've heard those rumors about epidemics at army camps, large numbers of deaths in army hospitals, unhealthy sanitary conditions and fast spreading diseases among our recently recruited soldiers, put them down as malicious whispering.

These stories have been going the rounds about practically all of our new and enlarged camps. Whether the purpose is to stir up resentment among families of soldiers, or to create four for the strength of our array, we don't brown to create fear for the strength of our army, we don't know, but investigation shows that men in army camps are, in most cases, in much more healthful surroundings than they

are at home.

Whispering campaigns can spread false rumors like wild-fire. And there is little doubt that a lot of these army camp stories are planned and paid for by enemies within

Recent investigation in one camp, where it was reported that the army hospital was overflowing with pneumonia cases and that there had been a large number of pneumonia deaths and that conditions were deplorable, showed these facts: out of several thousand soldiers, two were in the hospital with pneumonia and were well on the way to the hospital with pneumonia and were wen on the way to recovery; there had been no pneumonia deaths; out of a normal expectation, based on civilian averages, of five per cent on the sick list, less than tw per cent were sick; most of the soldiers in samp stated that they were healthier than

Another interesting finding was that a large portion of the soldiers who were in the hospital just had simple so other alight aliments, which, in civilian life, could have kept them from solns to wear.

#### Today And Tomorrow

By DON ROBINSON

DEATH . . . . . accidents

Just suppose you saw, splashed cross the front page of your newspaper, a big headline read-

35,000 AMERICANS RILL-ED, OVER A MILLION IN-JURED IN MOTORIZED BLITZKREIG

You and everyone else would act namediately. We'd mobilize overimmediately. We'd mobilize over-night to defend ourselves against the ruthless enemy which was in flicting such mass murder. And yet, that headline could appear in our newspapers and be stating actual facts—the facts on the injury and death inflicted by on our population in 1941 by automobile traffic accidents.

It's hard for us to get worked ip against traffic as we would against a uniformed enemy carryng guns and attacking with planes. Traffic accidents are more like a niper war-a few killings here, a

ing of the people. Their published material seems incapable of arousing us to a pitch where we volunteer all-out aid.

GUARANTEED

### WATCH . REPAIRS

Bring your watch to us for careful repairing by our experts. Our prices are

CRYSTALS FOR ALL WATCHES

### SCHER

"Square Deal Jeweler"

208 Main, Little Roc

Disobeying traffic regulations, Disobeying traine regulations, the second greatest cause of accidents, E. Truman, 35th Division Company of this week announced the the majority resulting from ignoring the right of way. The answers to that are many — but include promotion of Maj. Joe Nickell, more thorough tests to get licenses, better regulatory signs, better en-

forcement of present laws and, where necessary, more regulations. Of the total accidents in a year, over 40 per cent occur on Satur-day or Sunday. This makes it day or Sunday. This makes it censes have been issued here since the first of the year, Capt. Otis

SPEED . . . . . uniformity

Local speed laws, which change from town to town with no apparent reason, have probably done more than any other one thing to make drivers take the law into To me, the figure which really makes the situation hit home is this: at the present accident rate, at least one traffic injury or death will strike both your family and

Plans and Training Officer for the 60th Field Artillery Brigade, to the rank of Lieutenant-Colonel. REGISTER VEHICLES

Camp Robinson - Nine hundred and eleven camp automobile liare ample on week-days need to Darner, assistant division provost marshall, said.

> PORTRAITS Of Distinction Special attention to the Personnel of Camp Robinson

> > FORBESS STUDIO

BLITZKREIG

AMERICANS KILL

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ED, OVER A MILLION IN-JURED IN MOTORIZED

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But they need the emotional back-

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before they came to camp.

Another interesting finding was that a large portion of Another interesting finding was that a large portion of the soldiers who were in the hospital just had simple of or other slight ailments, which, in civilian life, could have kept them from going to work. But the army doesn't doctor, and when he recommends a day of rest it means a day in the hospital. So a large proportion of hospital 1.1 soldiers are the ones who, in business life, would be going to work with the "sniffles."

#### MEDICS TO ATTEND CARLISLE SCHOOL

Camp Robinson - Announce ent was made thi wseek of 16 Medical and Dental Officers of the 35th Division who will report to Carlisle Barracks, Pa., April 30 Ingram, Charles Gardner, George to attend a four-week's school in Medical Field Service.

Ingram, Charles Gardner, George A. Moore, Guy T. McHenry, George M. Evans and Clifton Z. Couch.

They are: Capt. Floyd L. Payn ter, 134th Infantry Regiment; 1st Lt. A. H. Panattiere, Division Special Troops; 1st Lt. Frank D. Moseman, 134th Infantry Regi-ment; 1st Lt. Frederic O. Epp. Regiment; 1st Lt. Vincent J. Deblaze, 138th Infantry Regiment; 1st Lt. Ray A. Clark, 110th Engineers Regiment; Capt. William P. Boggs, 110th Quartermaster Regi-ment; Maj. Hugh C. Brooks, 153rd which they will be invited to at-C. Turk, 153rd Inftanry Regiment; the recreation hall.

1st Lt. Byron W. Walters, 127th

Before returning Field Artillery Regiment; 1st Lt. the Kansas Citians will have an Sy M. Matson, 110th Medical Regi-ment and 1st Lt. George J. Hollo-of equipment, hear a band concert

#### 153rd INFANTRY MEN PROMOTED

Camp Robinson - Nine officers of the 153rd Infantry Regiment stationed here and attached to the 35th Division for training, were promoted in rank, it was announc-

ed this week

Becoming Captains are 1st Lt. Gail S. Robins, 1st Lt. Robert M. Taylor and 1st Lt. James C. Wil-

Second Lieutenants promoted to First Lieutenants are Frank L.

#### KANSAS CITIANS TO VISIT SUNDAY

Camp Robinson - A special 137th Infantry Regiment; 1st Lt. train from Kansas City bearing biggest casualty list comes from William O. Mowry, 138th Inftanry relatives and friends of men stao'clock Sunday morning, it was an-1st Lt. Floyd D. Dozier, 140th Infantry Regiment; 1st Lt. Theodore Brown, Commander of the 110th most a thousand children are kill-R. Cohin, 140th Infantry Regiment; Engineers Regiment, an all-Kansas City unit

The Regimental Band will be on ent; Capt. Raymond tend morning Church services at

Before returning Sunday night day of the 110th Medical Regiment. by the group, eat luncheon at the officers mess hall, see retreat parade ceremonies and make a tour of the camp.

> Petroleum was first used to lubricate cylinder walls of steam engines about 1869.

ing us to a pitch where we voluneer all-out aid.

this: at the present accident rate, at least one traffic injury or death

One ironic thing about traffic deaths is that the largest propor-tion of victims are people who are not driving cars Almost 40 per

walking on highways in rural areas. Although that is responsible for only 4 per cent of pedestrian accidents, it accounts for 18 per cent of pedestrian deaths-for the are killed instantly.

ccidents is from crossing streets between intersections. The next proaching death. crossing busy streets which do not tioned here will arrive at seven have traffic signals and then comes o'clock Sunday morning, it was aned and almost 40,00 injured per vear.

> PREVENTION . . regulations Experts believe that accidents are preventable because causes of all accidents are known. The only thing that needs to be done is to eliminate the causes, which is difficult, but not impossible.

the greatest number of accidents— close order drill, military courtesy, about 37 per cent-are caused by automobiles being driven at excessive speed. There are two possible answers to that one: (1) Stop speeding by more stringent law control instruments and organizaspeeding by more stringent law enfrocement, or (2) remake high-ways and intersections so that speed will no longer be dangerous.

All vehicles in the battalion and batery supply records were also VIEW, Box 1792, Little Rock. attempt both objectives.

208 Main, Little Rod

experts. Our prices

SCHER

CRYSTALS

FOR ALL WATCHES

Disobeying traffic regulations, other than speed laws, is the second greatest cause of accidents, the majority resulting from ignoring the right of way. The answers to that are many — but include Plans and Training Officer for the more thorough tests to get licenses, 60th Field Artillery Brigade, to better regulatory signs, better enforcement of present laws and, where necessary, more regulations.

Of the total accidents in a year, over 40 per cent occur on Saturday or Sunday. This makes it clear that traffic regulations which are ample on week-days need to Darner, assistant division provost be reinforced on week-ends.

SPEED . . . . . uniformity

Local speed laws, which change from town to town with no apparent reason, have probably done more than any other one thing to To me, the figure which really make drivers take the law into makes the situation hit home is their own hands. Figuring that it is impresible to keep informed on local trulations, most people just will strike both your family and mine within the next 25 years.

PEDESTRIANS . . . victims

While the property of the property of the lack of uniformity of speed.

The lack of uniformity of speed.

laws indicative of most traffic regul thens. The American Safety foundation in Washington, which is supported

cent of those killed are pedestrians by leading associations of automo-who are just unfortunate victims bile manufacturers, road builders. of a condition in which they have railroads, farmers and consumer is pushing a seven-point stadard-The greatest number of deaths ization program. It calls for unimong pedestrians is caused by formity of legislation, motor vehicle administration, enforcement engineering, education, personnel training and research.

Those seven points may not sound as stirring as a demand for great proportion of people hit on highways by speeding automobiles torpedoes — but, if adopted throughout the nation, they would The greatest cause of pedestrian snatch thousands of marked men, women and children from ap

#### F. A. REGIMENT IS INSPECTED

Camp Robinson - Inspecting officers appointed by Maj. Gen. R. E. Truman, 35th Division commander, put the First Battalion of the 127th Field Artillery Regiment through its paces in a training test here.

The battalion was tested in physical training, service and nom-enclature of the piece, manual of They know, for instance, that the pistol, interior guard duty, first aid, sanitation, personal hygiene, duties and responsibilities

E. Truman, 35th Division Com mander, this week announced the

REGISTER VEHICLES

Camp Robinson - Nine hundred and eleven camp automobile limarshall, said.

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CORRESPONDENTS to send in news and items of interest about every outfit at Camp Robinson. Original items wanted from every company, Write Box 1792, SOUTH, ERN MILITARY REVIEW, or send along notes. We will rewrite for publication, if acceptable.

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ORIGINAL SNAPSHOTS of activities at Camp Robinson. One dollar paid for each picture published. Prints only



5-19 ure of plants by the government drafting labor in a manner of lar to the draft of men for the

frequently in Washington, but the tone of many officials continues to be that we are taking chances of inviting a declaration of war by the Axis powers but that there is no reason to assume that an actual

Page Five

state of war will result. We all know that the Axis powers have been aggravated by our seizure of Italian, German and Itanish vesels, and by our ordering the recall of an Italian naval attache, but it is argued here that such aggravations make little difference since the Axis powers already know we are against them, but will continue to keep an onthe-surface peace so long as they see no advantage to themselves in admitting a state of war. From this country's viewpoint since our whole program is based on getting supplies to Britain, there is no reason for our declaring war when that program can be carried out without war.

Our decision on convoying ships to Britain is the question on which war may hang, it is the general opinion in informed circles. It is believed possible that we will turn over part of our navy to Great Britain so that they can convoy ships before we will use our own ships and our own men for this

There is a lot of talk here to the effect that the President is only awaiting public sentiment for war and will then throw caution aside, but many officials close to the President really feel that his dream is to win the war for Great Britain without participating in it ourselves. Although the genera feeling is that that may be impos-sible, that attitude is reflected in most of the President's utterances and in his short-of-way mountain

THE (

BAPTIST HOSPITAL

CADILLAC - LA SALLE SALES AND SERVICE

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Alterations



I anish vessis, and by our order ing the recall of an Italian nava attache, but it is argued here tha be clarified by the end of the see no advantage to themselves in admitting a state of war. From that Communists may be aggravat- whole program is based on getting supplies to Britain, there is no reason for our declaring war when that program can be carried out without war.

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#### SKEET SHOOTING OPEN TO SOLDIERS

will

Camp Robinson - Thirty-fifth Division soldiers who spend a good part of each week on the target range now have a chance to fire as a hobby on their Sunday afternoon off, but with shotguns instead of Army rifles.

Major Arthur Anderson of the Medical detachment, 127th Field will prove adequate in dealing with Artillery, said last week that offiision may take part in skeet and if the Mediation board runs into trap shooting events at 2 o'clock every Sunday afternoon at the and house will demand something more drastic.

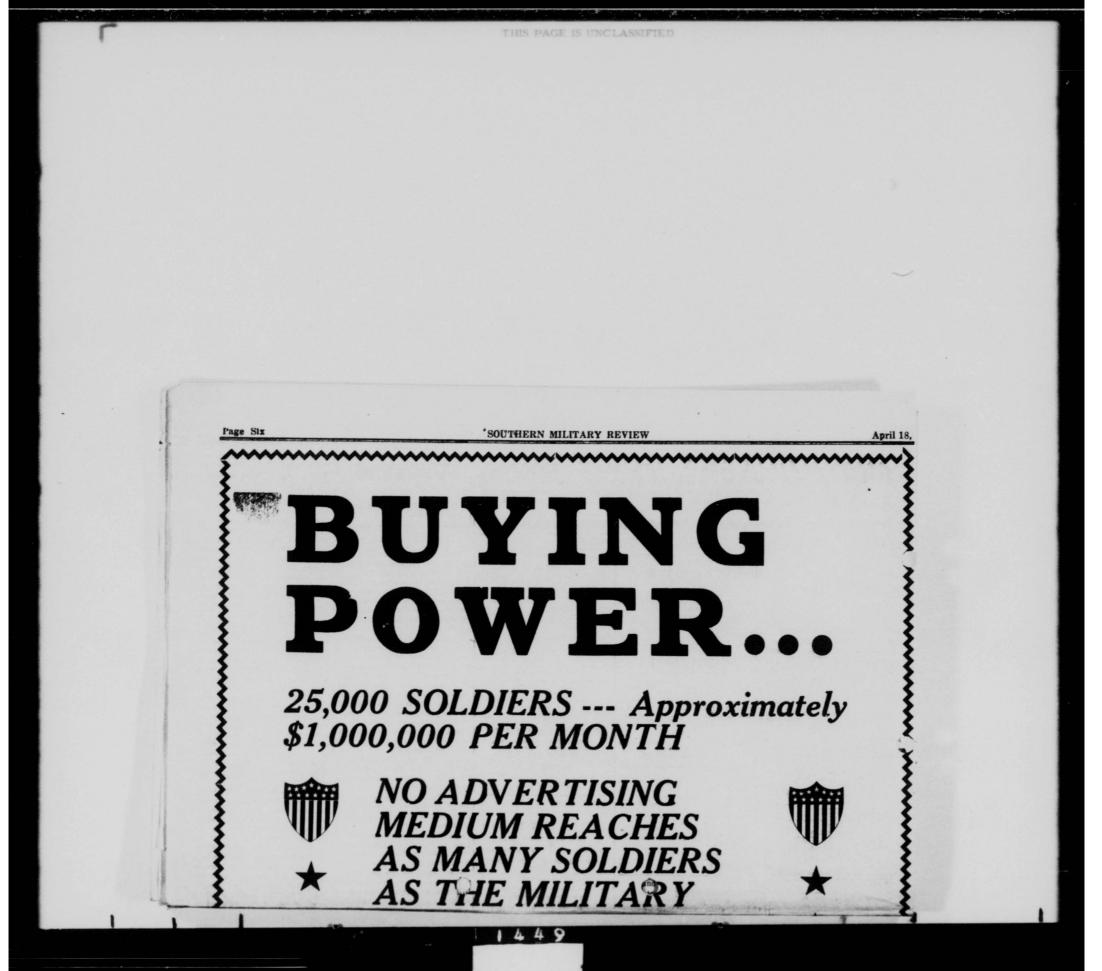
Sylvan Hills Gun Club on Highway No. 5, two miles out from the Park Hill Community Center

Observers and pilots in the 110th It is believed that by the end of this summer there may be a labor this summer there may be a labor take up trap and skeet shooting shortage in certain industries next week to sharpen their markswhich will give labor a greater op- manship. A gun club is being built near their station at Adams Field

#### ANDERSON ATTENDS WASHINGTON MEET

Little Rock - Harvey W. Anderson, executive director of the Litan additional 3,000,000 may be put to work before the end of summer. was in Washington this week to attend a meeting of various dethough many are still out of work, because of the demand for skilled labor and for unskilled laborers Gov. Paul V. McNutt, and called who must be physically and mentally capable of performing certain ry L. Stimson and Secretary of the Navy Frank Knox.

While in the East Anderson will visit his former home in New Jer-Predictions that we will actually sey before returning to Little



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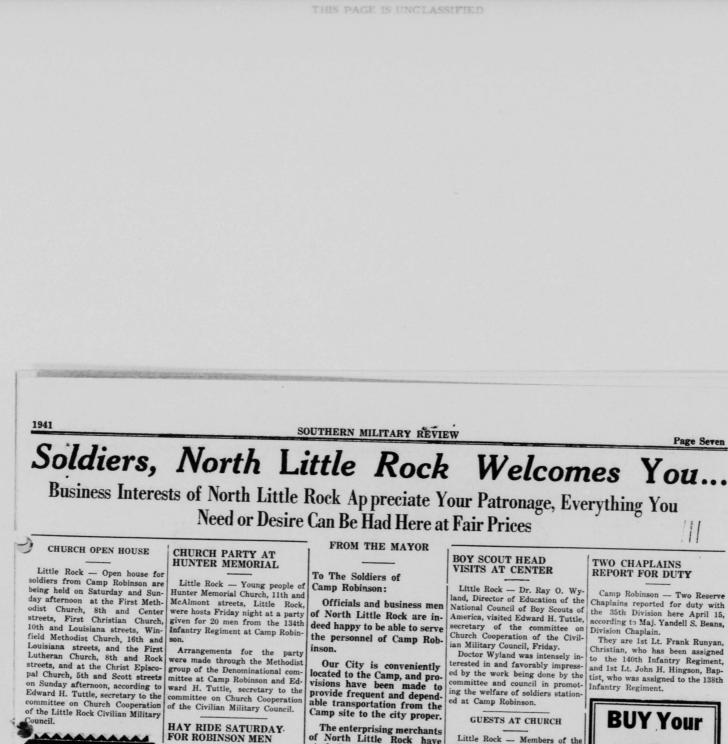
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North Little Rock

### CHURCH PARTY AT HUNTER MEMORIAL

#### HAY RIDE SATURDAY. FOR ROBINSON MEN

Little Rock - Twenty-five men from the 137th Infantry Regiment at Camp Robinson were invited this week to be guests Saturday afternoon at a hay ride by the young people of the Winfield Methodist Church.

The group will visit Pinnacle Mountain, have lunch there and return Saturday evening.

SING AT CAMP

#### FROM THE MAYOR

SOUTHERN MILITARY REVIEW

To The Soldiers of

of North Little Rock are in- America, visited Edward H. Tuttle, according to Maj. Yandell S. Beans, the personnel of Camp Rob-

Our City is conveniently located to the Camp, and provisions have been made to provide frequent and dependable transportation from the Camp site to the city proper.

The enterprising merchants of North Little Rock have stocked their shelves with stocked their shelves with merchandise which will be wanted and needed by Offi-cers and Men stationed at Camp Robinson. Here they will find quality and service entirely satisfactory to the most discriminating purchas-er.

Highest forms of entertainment and recreation are also available in North Little also available in North Little Rock. Recently constructive interests have made possible the opening of the North Lit-tle Rock Soldiers' Control

#### BOY SCOUT HEAD VISITS AT CENTER

committee and council in promot-ing the welfare of soldiers stationed at Camp Robinson.

#### GUESTS AT CHURCH

Little Rock - Members of the 127th Field Artillery Regiment band will be guests Sunday of the congregation at Hunter Memorial Church, 11th and McAlmont streets in Little Rock. Following the services the men will be guests of members of the congregation for dinner in their homes, according to Edward H. Tuttle, secretary to the committee on Church Cooperation of the Civilian Military Council.

P. H. METHODIST GUESTS

Reck — The congregation

Ox Pulaski Heights Methodis

#### TWO CHAPLAINS REPORT FOR DUTY

Little Rock — Dr. Ray O. Wyland, Director of Education of the National Council of Boy Scouts of National Council of Boy Scouts of the 35th Division here April 15,

Page Seven

Americal, visited Edward in Tuttle, according to Maj. Yandeli S. Beans, secretary of the committee on Church Cooperation of the Civilian Military Council, Friday.

Doctor Wyland was intensely in the 140th Infantry Regiment, and the 140th Infantry Regiment, and the 140th Infantry Regiment. terested in and favorably impress-ed by the work being done by the



1451

#### Veed or Desire Can Be Had Here at Fair Prices

CHURCH OPEN HOUSE

Little Rock - Open house for soldiers from Camp Robinson are field Methodist Church, 16th and son Louisiana streets, and the First Arrangements for the party Lutheran Church, 8th and Rock were made through the Methodist streets, and at the Christ Episco- group of the Denominational com Edward H. Tuttle, secretary to the of the Little Rock Civilian Military Council.

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WELCOME SOLDIERS

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CHURCH PARTY AT HUNTER MEMORIAL

Little Rock - Young people of Camp Robinson: being held on Saturday and Sun-Hunter Memorial Church, 11th and day afternoon at the First Meth-McAlmont streets, Little Rock, odist Church, 8th and Center were hosts Friday night at a party

on Sunday afternoon, according to ward H. Tuttle, secretary to the mmittee on Church Cooperation on Church Cooperation of the Civilian Military Council.

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The group will visit Pinnacle er.
Mountain, have lunch there and return Saturday evening.

SING AT CAMP

Camp Robinson - A quetette from the Highland Methodis Church, 4001 West 12th street Little Rock, will sing at services of the 127th Field Artiller egi ment here Sunday morning.

MUSIC FOR SERVICE

Camp Robinson — An instru-mental music group from the First Methodist Church, Eighth and Center streets, Little Rock, will furnish the music at Sunday evening services at the 153rd Infantry Regiment here.

WELCOME SOLDIERS

### Fred Veazey **Drug Store**

600 E. Washington **PHONE 5205** North Little Rock

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FROM THE MAYOR

To The Soldiers of

Officials and business men of North Little Rock are in- America, visited Edward H. Tuttle, according to Maj. Yandell S. Beans, streets, First Christian Church, given for 20 men from the 134th deed happy to be able to serve 10th and Louisiana streets, Win-Infantry Regiment at Camp Robin-the personnel of Camp Rob. the personnel of Camp Rob-

Our City is conveniently located to the Camp, and propal Church, 5th and Scott streets mittee at Camp Robinson and Ed- visions have been made to provide frequent and dependable transportation from the Camp site to the city proper.

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Highest forms of entertainment and recreation are tainment and recreation are also available in North Little Rock. Recently constructive interests have made possible the opening of the North Little Rock Soldiers' Center, where Officers and Enlisted men may play or relax, write or read, rest or visit as they may wish to do while in the city.

You will find in North Little Rock an hospitable citizenry, anxious to do every-thing for your comfort and well-being, a shopping dis-trict with all the advantages of the large city without its disadvantages, and a beauti-ful setting provided by nature.

All North Little Rock joins in opening the doors of the city to Camp Robinson men, and bid you welcome.

Sincerely,

FRANK NEELY, Mayor North Little Rock, Ark.

#### SOLDIERS' CENTER

Of particular interest to oldiers stationed at Camp Robinson is the Soldiers' Center, maintained at the corner of Main and Fifth streets in North Little Rock, by the Ladies' Auxiliary of the Veterans of Foreign Wars.

Reading and writing rooms are available to soldiers and equipment is there for the playing of various games and amusements.

Soft drinks and refreshments may be purchased at

In addition to special activities from time to time dancing is in progress nightly at the Center, officials said BOY SCOUT HEAD VISITS AT CENTER

Little Rock - Dr. Ray O. Wyland, Director of Education of the Chaplains reported for duty with National Council of Boy Scouts of the 35th Division here April 15, secretary of the committee on Division Chaplain. Church Cooperation of the Civilian Military Council, Friday,

terested in and favorably impress-ed by the work being done by the tist, who was assigned to the 138th nmittee and council in promot- Infantry Regiment. ing the welfare of soldiers stationed at Camp Robinson.

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P. H. METHODIST GUESTS e Rock — The congregation Pulaski Heights Methodist hurch, Woodlawn and Beech reets, Little Rock, will be hosts under to 50 soldiers from the Field Artillery Regiment of 12 Field Artillery Regiment of Camp Robinson, R. R. Chamber-lain was in charge of arrangeents for the church.

TWO CHAPLAINS REPORT FOR DUTY

They are 1st Lt. Frank Runyan Christian, who has been assigned Doctor Wyland was intensely in- to the 140th Infantry Regiment,



SOLDIERS ON YOUR WAY IN TOWN ...

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Page Eight

SOUTHERN MILITARY REVIEW

April 18,

#### N THE BEAM 110th Obs. Sqdn

By JEANETTE A. BENZ Civilian Hostess Adams Field - We don't know

where the news is coming from this week with the field being practically deserted Easter week-end. Our ace news-source was away for a few days visiting his folks in Brooklyn, Illinois - of course we couldn't mean anyone but Pfc. Ewing — and we under-stand he made the return trip with Maj. Lauth who was busy in Chicago from Saturday till Monday. Events out here seem to con sist of arrivals and departures. Lt. League was occupied last week in Washington, D. C., with the Civil Aeronautics Bureau and later he and Capt. E. J. Burkhardt left for the General Staff School at Ft Leavenworth, Kansas, for a stay of two months.

Pvts. Glynn and Nakisher (Fred) went to St. Louis to relieve Corp. Unland and Pvt. Schwaebe. Pvts Clark and Novak and Corp. Harding are at the Radio School at Scott Field, Illinois. Pvt. Wessel is attending Parachute School at Chanute Field, Rantoul, Illinois.
MIGOSH — IS ANYBODY TO

The newly organized Camera
Club is rarin' to go. The dark
room has ben completed and supplies purchased. Now let's see
with instructions to have it reads

was turned over to the sergeant
was turned over to the sergeant some prize-winning prints.

skers in a soft-ball game



Betty Lou Gerson, one of the leading players in the NBC Chicago studios, has added a new laurel to her growing list of triumphs by winning the title role in the widely-popular serial, "Story of Mary Marlin", heard daily over the NBC-Blue Network. She also has the leads in "Midstream" and "Arnold Grimm's Daughter."

DENTISTS REPORT

1934; the Infantry School, Ft. Ben-der and explosives. The final eight 1934; the Imantry School, rt. Bet der and explosives. The Iman eight ning, 1928, the Army War College, months of the course consists of Washington, in 1935 and the Naval War College, Newport, R. I., in 1939.

During the World War he serv ed in France, and has been stationed in Hawaii, in the office of Chief of Infantry, Washington, and office of the Chief of Staff of

the Third Army, Atlanta.
Col. Fairchild comes here with nearly 30 years of military service behind him. He joined the Kansas National Guard in 1911, becoming in 1917 a 2d Lieutenant in the 15th Field Artillery Regiment. He was awarded the Silver Star citation for meritorius service in combat.

Before going to Ft. Crook, Col. Fairchild was stationed at Ft. Sill, Ft. Sam Houston, was in Panama with the 2d Field Artillery and with the Reserve Officers Training Corps at the University of Oklahoma and at St. Joseph High School, St. Joseph, Mo.

In coming to Camp Robinson Col. Fairchild asumes command of the Corps Area Service Command troops, and will serve as Cam Executive Officer.

(Continued from Page One) ficers in which similar instruction is given.

In the Enlisted Specialists' School are taught surveying, drafting, aerial photographic mapping map reproduction, photography with instructions to have it ready when the recruit called for it. It was, and the Colonel told the youngster with regret that was assigned to the formula for it. It youngster with regret that was assigned to the 161st Field was assigned to the 161st Fie operation of gasoline and electrica

intensive work at the Aberdeen Proving Ground, Md. The course overs such subjects as chemistry, mechanics, electrical engineering, manufacturing processes, metallurgy, automotive material, artillery and small-arms material, balistics, and industrial management.

The Ordnance Field Service School at Raritan Arsenal, Metuchen, N. J., is maintained primarily for the instruction of en-listed men. Besides the non-commissioned officers course, there are enlisted specialists' courses for armorers, artillery mechanics, carpenters, clerks, instrument repair-men, machinists, munitions workers and welders



AT ANY **(ROGER STORE** 

1453

with the field being practically deserted Easter week away for a few days visiting his folks in Brooklyn, Illinois - of course we couldn't mean anyone but Pfc. Ewing — and we under-stand he made the return trip with Mai. Lauth who was busy in Chicago from Saturday till Monday. Events out here seem to consist of arrivals and departures. Lt. League was occupied last week in Washington, D. C., with the Civil Aeronautics Bureau and later he and Capt. E. J. Burkhardt left for the General Staff School at Ft. Leavenworth, Kansas, for a stay of two months.

Pyts. Glynn and Nakisher (Fred) went to St. Louis to relieve Corp. Unland and Pvt. Schwaebe Clark and Novak and Corp. Harding are at the Radio School at Scott Field, Illinois. Pvt. Wessel is attending Parachute School at Chanute Field, Rantoul, Illinois MIGOSH - IS ANYBODY TO

The newly organized Camera Club is rarin' to go. The dark room has ben completed and supplies purchased. Now let's see some prize-winning prints.

The Squadron meets the Worthen Bankers in a soft-ball game Saturday at Lamar-Porter Field. Another homer, Petrie?

Sgt. Petrie and Pft. Ewing attended the first dance at the Soldiers' Service Club at Camp Robinson Tuesday evening and agreed it was a success.

If the bivouac last week accom plished nothing else, it enlightened us on what the well-dressed officer will wear during a gas alarm. Mai. Lauth advocates blue and white striped pajamas, while Lt. Zadontsef prefers a leather jacket over shorts. Of course, Esquire might disagree but what's their opinion against the Air Corps? Major, did you say we didn't have any news this week? Where was the Speed-Graphic while all this

We note with interest a news item about a tour of inspection by Maj. Gen. Walter Krueger. In spite of his reputation for dis cipline he never lost the little fel- stationed here for training. low's point of view. They tell a with a crude sense of humor di-

GARRETT. BROS, Inc. FLORISTS SOLDIERS WELCOME Florist's Telegraph Delivery Assn. One Location Only 2611 W. 18th St. Little Rock PHONE 4-1253



Betty Lou Gerson, one of the leading players in the NBC Chicago studios, has added a new laurel to her growing list of triumphs by winning the title role in the widely-popular serial, "Story of Mary Marlin", heard daily over the NBC-Blue Network. She also has the leads in "Midstream" and "Arnold Grimm's Daughter."

guessed it. The bundle of laundry; was turned over to the sergeant | Camp Robinson - Reporting with instructions to have it ready here for duty this week were two with instructions to nave it ready mere for day of the state of the st

You've probably heard the WAR GAMES about the rookie sentry who, in (Continued from Page One) response to his challenge, "Halt, out food because the supplies got THE SIGNAL CORPS SCHOOL who goes there?" was surprised crossed up and went to the wrong to hear the response, "Foe." Undaunted, the rookie cracked, "You said today, "that will be an interwill have to buzz along, buddy, esting situation. It will be inter-branches take courses in which we're not very well organized here, esting to see the men charged with they learn the latest methods of vet.

We'll never forget the first time we were challenged by a sentry. We knew better but all we could manage in a wavering falsetto was, "It's nobody but me!"

Get out, Benz. . . . . . . . . . .

#### SEVERAL PROMOTED TO HIGHER RANKS

Camp Robinson knew him as Col. Krueger, a model ment was made this week of the of efficiency if ever we saw one. promotion to higher rank of sevoperations will start May 24. eral officers of the 35th Division

Included were: Capt. Fred Arabout him at Jefferson Bar- thur Canfill, 70th Infantry Brig., ingham, Ala., units at Fort Mcracks that we like to believe is to Major, and Capt. Mahlon Stew- Clellan, Ala., Camp Forrest, Tenn., School, where members of this

First Lt. Cliford Lourance Dier, and Illinois. with a crude sense of minor the Colonel's quart-rected him to the Colonel's quart-ers. The Colonel sized up the sit-2d Lt. Cleo Vernon Bailey, 161st FAIRCHILD uation and in all seriousness told Field Artillery Regt., to 1st Lt.; (Continued from Page One) the recruit they appreciated his business and asked for the name of the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — you the sergeant who was doing so much to promote it. Yes — yo Harold Grant Swartwood, 161st ordered here for training, serv- attend classes at the Arsenal and fantry Regt., to 1st Lt.; 2d Lt. tive Officer. Russell Ashley Chasteen, 140th In- A graduate Russell Ashley Chasteen, 140th Infantry Regt., to 1st Lt., and 2d Lt.

A graduate of West Point with summer tour of industrial plant the class of 1915, Col. Hobbs finand also go to Picatinny Arsens

#### DENTISTS REPORT

was, and the Colonel told the youngster with regret that e was assigned to the 161st Field would be unable to do it in the future but recommended another place — the post laundry.

will go too hungry too long." He said an advance base depot would be established at Chattanooga, Tenn., to supply food. Dur- Signal Corps units of Infantry and

warehouse space is to be arranged in Chattanooga. Large amounts instruction in elementary tele of supplies will be handled in rail-phone, telegraph, and radio engi-neering; methods of signal-combe about 250. Quartermasters will munication training; and the em-

Second Army headquarters is at Memphis, Tenn. The army includes the Seventh Army Corps at Birm-

John Curtis Allen, 140th Infantry, ished the Commander and General N. J., and Frankford Arsenal, Phillo 1st Lt.

National Guard in 1911, becoming 1917 a 2d Lieutenant in the 15th Field Artillery Regiment. He was awarded the Silver Star citation for meritorius service in combat.

and office of the Chief of Staff of

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SCHOOLS (Continued from Page One)

ficers in which similar instruction is given.

In the Enlisted Specialists School are taught surveying, draft-ing, aerial photographic mapping, map reproduction, photography operation of gasoline and electrical equipment, and water purification. Army ond, by special arrange-ment, few qualified men from other branches and the Marine Corps, take a nine-month's course A special three-month's ref course or non-commissioned offi-

the Signal Corps and other pushing the supplies through work Army signal communication, and it out-anyway, I'm sure nobody become qualified to give communication instruction.

The regular course of nine months fits officers for duty with ing the maneuver 3,000,000 rations Calvary divisions and with Signal (9,000,000 meals) will be funneled through this depot.

Carvary divisions and as post Signal of ficers. Selected officers of other Sixty thousand square feet of arms and of the Marine Corps are also enrolled. The course include

ORDNANCE DEPT. SCHOOLS

The Ordnance Department has two schools, the Ordnance School and the Ordnance Field Service racks that we like to believe is to Major, and Capt. Mahlon Stew-true. A recruit was looking for and Weed, 137th Infantry Regt., and outfits in Michigan, Kansas training in their many specialized duties.

The Ordnance School trains jun ior officers in their military, engineering and industrial duties. The length of the course is two years. During the first year, the students are stationed at the Watertow Arsenal, Watertown, Mass. They Field Artillery Regt., to 1st Lt.; ing, since Gen. Truman was named at the Massachusetts Institute of 2d Lt. Robert Carl Roth, 140th Inyear, the students are taken on a summer tour of industrial plants

stics, and industrial management The Ordnance Field Service tuchen, N. J., is maintained prinarily for the instruction of enare enlisted specialists' courses for armorers, artillery mechanics, carpenters, clerks, instrument repair nen, machinists, munitions workers and welders.



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# MILITARY REVIEW

THE ARMY NEWSPAPER

VOL. 5 - NO. 15.

LITTLE ROCK, ARK., APRIL 11, 1941



FIVE CENTS

# Sunrise Services Sunday Morning

### Guard of Honor For Funeral Of Sen. Sheppard

Camp Robinson — It was announced late Thursday that the 35th Division stationed here will furnish a guard of honor, six sergeant pallbearers and a band to go to Texarkana, Texas, Saturday for the funeral of Senator Morris Sheppard of Texas, chairman of the Senate's Military Affairs Committee.

Lt. Gen. Ben Lear, Commander of the Second Army, asked Maj. Gen. R. E. Truman, 35th Division Commander, to select the participants late Thursday. Gen. Truman selected the Second Battalion of the 137th Infantry Regiment and the regimental band.

Lt. Col. Ellis G. Christensen

#### PASS REGULATIONS REVISED BY GENERAL

Camp Robinson — Maj. Gen. R. E. Truman, 35th Division Commander, this week announced a revision of regulations governing pases held by soldiers of the organization.

Enlisted men granted Class A passes, or special privilege cards, will be permitted to leave Camp any time they are not on duty. Holders of the passes must clear the Camp gate by midnight Monday through Friday. Violations of the regulations will result in loss of the

pass and disciplinary action.
Soldiers with Class B passes
will be authorized to be absent
from Camp only during the
time stated on the pass. They
are required to return by 10:30
p. m. except when permission
has been grant to be absent
overnight on curdays and
holidays.

### Observation Squadron On All-Night Trip

Adams Field — Maj. E. H. Lauth, Commander of the 110th Observation Squadron, led his command to Brinkley, Ark., early Thursday morning for an overnight bivouse.

Eighteen trucks and ten airplanes participated in the event. Two of the planes carried red streamers which identified them as "enemy" aircraft.

Enroute the "enemy" planes swooped down toward the truck convoy, which were instructed to leave the highway alternately to the right and left to evade the attack. Gunners fired dummy rounds of ammunition at the invaders, scoring hits by means of a camera gun.

### Hiyah, Soldier



### EASTER WILL SEE TROOPS WORSHIP

FOUR PROGRAMS

Camp Robinson — Four simultaneous Sunrise Easter Services will be held within the 35th Division .beginning at 6:30 o'clock Easter morning, April 13.

ing, April 13.

The 153rd Infantry Regiment, the 134th Infantry Regiment and the 137th Infantry Regiment will conduct services at Range 10, 600 yards north of 16th Street, with Chaplains F. J. Worthington and Orville M. Odom, officiating.

Orville M. Odom, officiating.
On the parade ground in front
of 35th Division Headquarters,
Maj. Yandell S. Beans, Division
Chaplain, and Capt. Jesse H. Cros-

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of the 137th Infantry Regiment and the regimental band.

Lt. Col. Ellis G. Christensen, Commander of the Second BattalThe first charge of the guard which will include the Headquarters Detachment and Company G, Company E and Company F.

The group will go to Texarkana interactions of the second second

in trucks of the 110th Quarter-

PASS REGULATIONS REVISED BY GENERAL

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Omar R. Billett and Albert L. Samples, Company C; Malvern P.

Sergeant pallbearers will be morning to attend the services.

#### masters Regiment. Col. Ross Enyart and Wendell R. Reese, Assistant Chief of Staff, Company I; O. Byers, Company K, G-2, left Thursday night to make and Albert A. Moasz, Company L. Gen. Lear is to leave Saturday

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charge of airdome and chemical bought his snappy uniform for him. See EASTER, Page 8 warfare defenses set up during the

Eight observation planes, with pilot, observer and gunner, reconnoitered the area from Memphis along the Mississippi River to a point across from Helena, Ark

Assigned to Major Lauth to act

### CENTER OFFICIALS RETURN FROM TEXAS

parently enjoying their first chance to see an Army Division in camp. General Truman, Colonel Hobbs. Civilian Military Council, and Ed-Little Rock - Harvey W. And-Receiving particular attention Col. Heber L. McAlister, Command ward H. Tuttle, Church Coopera-

near Alexandria, La.

Hiyah, Soldier



live. Because Gary stands retreat Troops, and the 69th Infantry Bri-Lt. Harry Johansen was in with them, men of Company D gade Headquarters and Headquart-

### EASTER WILL SEE TROOPS WORSHIP

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On the parade ground in front of 35th Division Headquarters, Maj. Yandell S. Beans, Division Chaplain, and Capt. Jesse H. Cros-sett, 163rd Infantry Regiment Chap-lain, will conduct services for the 138th Infantry Regiment, the 149 Infantry Regiment, Toth Infantry Regiment, Toth Infantry Above is pictured Mascot Gary Parker, of Co. D. 137th Infantry.

Above is pictured Mascot Gary Parker, of Co. D. 137th Infantry.

Mascot Parker is in command out at 2620 Broadway Courts, where the effect of the camouflage from the air.

Chaplain, and Capt. Jesse H. C. Chaplain, and Cap quarters Company, 35th Division Staff Officers, Division Special

### Approximately 52,000 Visit Camp **During Army Day Celebrations**

Camp Robinson - Officers of the Military Police who kept a check at the entrance gates estimated that 35,000 persons saw the displays and flag dedication ceremonies last Sunday, and another 17,000 braved the bad weather to attend Monday's exhibition.

Among the visitors were families

and friends of the Officers and attention in front of the reviewing men stationed here from Nebras- stand during the dedication. ka, Kansas, Missouri and Arkan- The flag pole was officially turn-

lery Regiment and other smaller Lt. Col. Leland S. Hobbs, Comunits of the Division had exhibits mander of the Corps Area Service prepared, Sunday the crowds mov- Command troops. ed from one to another, many ap-

was the exhibit of Battery E, 127th Field Artillery Regiment, composed of full blooded Indians, from Chief of Staff.

On feel L Artillery Regiment, composed of full blooded Indians, from Chief of Staff.

Ward H. Tuttle, Church Cooperation Secretary, returned Thursday from a business trip to Texas and Louisiana points.

Ward H. Tuttle, Church Cooperation Secretary, returned Thursday from a business trip to Texas and Louisiana points.

sion Headquarters, massed bands will not permit obstructions and of 12 Regiments played before the delays in the preparedness pro-153rd Infantry Regiment stood at | See ARMY DAY, Page 8

ed over to Maj. Gen. R. E. Tru- Kaeppel. Each Infantry and Field Artillman, 35th Division Commander, by

Capt. John M. Duffie and his

### Army's Only Motorized Division Makes 200 Miles In 12 Hours

Capt. C. E. Freeman, Operations
Officer for the Squadron, worked out plans for the bivouac, with Lt. Richard J. Ruick in charge of transportation.

Panama City — (Special) — The Army's only complete-ly motorized division, the Fourth, dashed 200 miles from Fort Benning, Ga., to the Gulf Coast Saturday in less than 12 hours on a tactical march which officers said proved it to be the equal of any in the world.

"The Germans," said an officer, Assigned to Major Lauth to access as umpires and report the success of the movement were Capt. Edday. This Fourth Division is as peedy, efficient and mobile as any motorized columns of Nazi Germany, officers said it was faster "can't move their motorized divi- Largest guns taken were the 155

The tactical march got underway and more efficient.

The division moved in two col- Fourth Division umns which stretched out for 50 miles along the highways of south divisions -

sion Headquarters, massed bands of 10 Regiments played before the throngs, while a guard of honor from the Second Battalion of the 153rd Infantry Regiment stood at See ARMY DAY, Page 8

will not permit obstructions and men stationed there.

They returned by way of Houston Household and with all the equipment necessary for actual warfare. Ammunition, light and medium artillery, and equipment for the battalion of the station of the vacuation was completed. The evacuation was completed the completed before the engineers were wheeled along. See MOTORIZED, Page 8

and more efficient.

at 9:16 a. m., when the first of approximately 1,000 vehicles left Fort Benning. The last truck reached the bivouac area by late afternoon.

"The German tanks-the Panzer Field Artillery Regiment, composed of full blooded Indians, from
Liwrence, Kansas, commanded by
Capt. F. E. Morawetz.

Preceding the ceremonies dedicating the meaning the continuous dedicating the new flag pole at Divident Headonerters massed bands will not permit obstructions and continuous properties. The properties of the properties of the continuous properties and motor fantry fast enough. That gave the British the opportunity to we accuse most of their troops from made the trip under conditions made the trip under conditions with continuous properties. The properties of the properties of the continuous properties of the properties of the continuous properties and motor continuous properties of the continuous properties of the

Page Two

### SOUTHERN MILITARY REVIEW

### History of The 110th Observation **Squadron Dates From World War**

By JEANETTE A. BENZ

Aero Squadron (Repair) which was organized August 14, 1917 at Kelly Field, Texas, and which served within the continental limits of the United States during the World War, it was reconstituted and consolidated with the 110th Squadron (Observation) a unit of the Missouri National Guard which received Federal recognition June 23, 1923 and was redesignated the value of aviation in emergencies is 110th Observation Squadron on August 8, 1926,

ron's headquarters ranged from one small room over a filling station to an old warehouse whose heating facilities consisted of a barrel stove placed in the middle of the office. Drills were held at the 138th Infantry Armory and the flying field - split assembly. In 1926, after the organization had been officially informed that its Federal recognition would be withdrawn unless suitable quarters were obtained Battery "A" 128th Field Artillery, Mo. Nat'l. Guard offered the free use of its facilities and drills were held at that armory with one large room being used as

vastated the central section of St. schedule. Louis, Mo., in September, 1927. when the personnel assisted in relief work for ten days.

In 1933 they assisted in the search for the slayers of two Columbia, Mo., police officers and in

An outstanding example of the this month. the work done by the Squadron in From 1923 to 1927 the Squad. Highway Patrol during the flood cooperating with the Missouri State crisis in Southeastern Missouri in from their nearest neighbor. Mimcographed copies of warnings were placed in paper sacks weighted with stones and fastened with yellow cotton streamers and dropped to everyone that could be seen from helped spread rumors that the war the planes. Two-way radio contact was established and kept at all ing from April to December in times with the State Police. Boat states as far distant as Florida stations were established along the and California.

NIGHT OPERATIONS NOW ON SCHEDULE

Camp Robinson - Night operations are now a regular part of the 35th Division's training, with almost every regiment and battallon marching into the field at least one night last week to niese on

The 110th Engineers' First Bat- OPEN FOR SOLDIERS talion camped out part of the night and then tackled a bridge construction problem before dawn.

are now combining for night acombia, Mo., police officers and in October, 1934, aided the State Police in tracking down "Prety Boy" basic training period, which will not be completed until the end of not be completed until the end of through in their spare time.

> SOLDIERS GLAD OF MANEUVERS NEWS

Camp Robinson - News of erisis in Southeastern Missouri in 1937. The danger area, an are 35 scheduled war maneuvers, and the men from Missouri, Kansas miles wide, housed several hundered families — some living miles received with a general feeling of relief by soldiers of the 35th Division training here.

"At least we finally have some definite word," was the consensus among men who had heard and games would be held at times vary-

STILL A HULEN IN COMPANY I

Camp Robinson - Pvt. Carl W. | Camp Robinson - For a week,

Although units of the division are now combining for night activity, they still are in the 13-week

Miss Margaret Nicholsen, camp Miss Margaret Nicholsen, camp librarian, said an additional 2,300 books will be on the shelves short-ly. The library is subscribing to the short library is subscribing to 40 magazines and 45 newspapers, and Nebraska.

In addition to the 5,000-volume nucleus for the library, other books are being contributed. About

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PHONE 8886

PHONE 8886 books are being contributed. About 200 of these gift books have been received so far. The collection ranges from light fiction to technical pamphlets on military subjects.

EASTER SERVICES AT BARING CROSS

stationed at these points with their radio check-up.

According to the announcement roximately 60,000 men will ke part in a "sham battle" Attack to the training area to the announcement services for aster Sunday, April 13, have been announced for the Baring Cross Baptist Church, North Little Rock.

THIS SQUEAK DON'T

NEED ANY OIL

was about to give up.

"Try another once-over," Sgt. Kinder told Ramsey

An hour later Pvt. Ranisey re-Camp Robinson - The Camp ported back to the sergeant with

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ably attracts attention is the goggled head of a Missouri the daytime. Mule against a background of ultramarine blue and golden. Infantryme orange — the Air Corps colors — and crossed telescopes. the field nights recently. The field was discharged following a physical and a squeak in in the car. To This was approved for use by the 110th Observation Squad- artillery brigade, marched ten cal examination, the private day he reported to Motor Trans

In order to perpetuate the mistary and traditions of the 110th Aero Squadron (Repair) which was organized August 14, 1917 at Kelly Field, Texas, and which service work for ten days.

Camp as it clocked out a precision of St. Louis, Mo., in September, 1927, when the personnel assisted in relief work for ten days.

Camp Robinson — To Ca ed within the continental limits of the United States during the World War, it was reconstituted and consolidated with the 110th Squadron solidated with the 110th Squadron (Chearwarian) a unit of the Mission are now combining for night activity, they still are in the 13-week basic training period, which will basic training period, which will and the rest of the camp to browse 1923 and was redesignated the 110th Observation Squadron on August 8, 1926,

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Maj. Wm. B. Robertson, a war June 23, 1923 to September 16, 1924

Col. Chas. A. Lindbergh was member of the 35th Division Aviation. Mo. Nat'l. Guard from November, 1925 to June, 1930 during which time he served as Private, 2nd Lieutenant, 1st Lieutenant and Captain. He was promoted from Captain to Colonel by order of the State Legislature following his New York to Paris flight. In 1933 he was awarded a Meritorious Military Service Medal for valorous and meritous military service reflecting honorably and creditably upon the State of Missouri. A classmate of his at the Army Flying School, Kelly Field, was Maj. Philip R. Love, former airmail pilot who became Commanding Officer of the 110th Observation

value of aviation in emergencies is the work done by the Squadron in cooperating with the Missouri State Highway Patrol during the flood crisis in Southeastern Missouri in 1937. The danger area, an are 35 miles long, varying from 3 to 18 dred families — some living miles from their nearest neighbor. Mimeographed copies of warnings were placed in paper sacks weighted with stones and fastened with yellow cotton streamers and dropped to everyone that could be seen from helped spread rumors that the war the planes. Two-way radio contact was established and kept at all games would be held at times vary-tact was established and kept at all stations were established along the and California. Capt. Eric H. Kaeppel.

The present Commanding Officer of the 110th Observation Squadron St. Louis and graduate of Wash- ing over bumpy roads in trucks.' time flying officer, was the Squad-ron's first Commanding Officer - St. Sergeant, and 1st Sergeant he "I t St. Sergeant, and 18t Sergeant are 1 took one of those running was commissioned as 2nd Lieuten-truth," he said, "and wrote my girl ant and rated as combat observer in 1925. He was commissioned as in California I'd be seeing her in 1st Lieutenant in 1928 and rated Junior Airplane Pilot in 1929, Com. May. missioned as Captain in 1931 and then resigned as Captain in the same year to accept a commission as 2nd Lieutenant in order to take a year's active duty with the regular Army Air Corps. After this duty he returned to the 110th Observation Squadron and was recom. missioned as Captain in 1932. He was commissioned as Major and assumed command of the 110th Observation Squadron in February 1939.

The personnel of the Squadron includes 24 officers and 154 enlisted men.

miles, bivousced and returned to wangled a transfer.

not be completed until the end of through in their spare time.

Miss Margaret Nicholsen, camp

#### SOLDIERS GLAD OF MANEUVERS NEWS

Camp Robinson - News of scheduled war maneuvers, announced by Second Army Headmiles wide, housed several hun- quarters at Memphis, Tenn., was received with a general feeling of relief by soldiers of the 35th Division training here.

"At least we finally have some definite word," was the consensus times with the State Police. Boat states as far distant as Florida

photo work under the command of Capt. Eric H. Kaeppel troops will take part in the "big battle".

"I'm sure happy the 33rd Div ision is coming here," said one sol is Major E. H. Lauth, a native of dier, "That saves us a lot of ridnews of the games with heavy

May. She isn't going to like this

#### USE AMPLIFIER

Camp Robinson - A convoy of 110th Medical Regiment of Nebraska trucks was on the road last week, trying out its new traveling amplifier. The medics have mounted a loudspeaker in a light truck, and when a driver gets out of line he hears about it from the convoy leader.

#### MAGAZINES FILED

Little Rock — A new magazine rack at the Soldiers' Service Center, Third and Main streets, enseveral emergencies, one of the first being the tornado which deables workers there to keep vari-

librarian, said an additional 2,300 books will be on the shelves shortly. The library is subscribing to 40 magazines and 45 newspapers, most of them from home towns of the men from Missouri, Kansas and Nebraska.

books are being contributed. About 200 of these gift books have been received so far. The collection ranges from light fiction to technical pamphlets on military subjects.

#### EASTER SERVICES AT BARING CROSS

North L Rock — Special services for aster Sunday, April 13, have been announced for the th Little Tock. Sunday hool, 9:30 a. m.

Worship, 11 a. m. Sermon by Dr. O. W. Yates. Training Union, 7 p. m. Baptismal Service, 8:15 p. m Evening Services, 8:30 p. m. Sermon by Dr. Vates Observe Lord's Supper at close of evening service.

#### NO WRITE, NO EAT

Camp Robinson — Capt. Merven F Myers is making sure that his en in Company B, 134th Infantry A selectee, inducted into the letters to their folks in Falls City ington University. He enlisted in the 110th Observation Squadron in the 110th Observation Squadron in the 110th Observation Squadron in the square with bown in a letter before noon mess eac Wednesday, or be barred from the mess halls

port Sgt. L. Glenn Kinder that he was about to give up.

"Try another once-over," Set

An hour later Pvt. Ranssey re

There are 5.738 deer, elk, moose, mountain sheep and bear killed in Wyoming during the 1939 big game

GLEN WOODRUFF and Nebraska.

In addition to the 5,000-volume nucleus for the library, other books are being contributed. About

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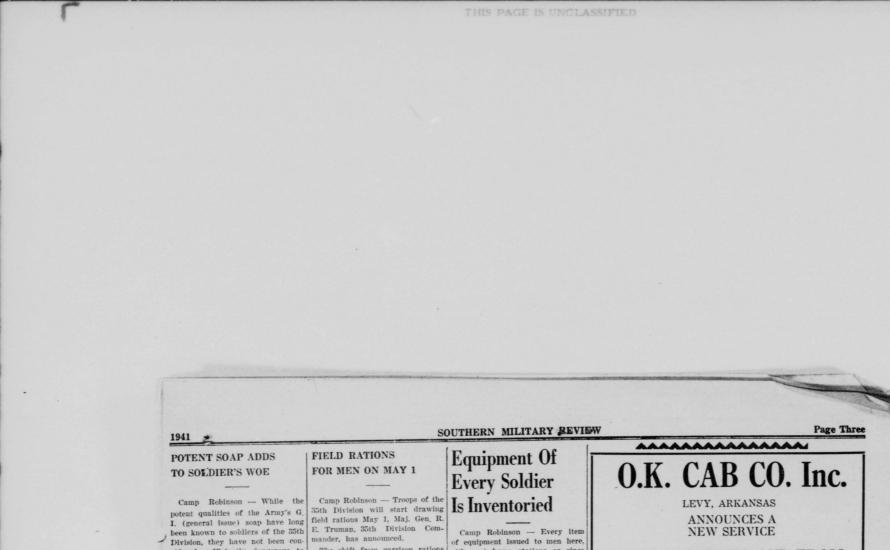
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### Easter Flowers...

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sidered sufficiently dangerous to warrant listing the soap among high explosives until recently.

stenciled "6-SMOKE POTS, HC. HANDLE CAREFULLY, KEEP FIRE AWAY" for use in laying a gade intelligence section field ex-

The lieutenant opened the case five miles out in the leased training area, found it full of G. I.

Every SATURDAY And SUNDAY GLORIFIED "BIG - TIME VAUDEVILLE" Always S—SELECTED ACTS—8

TOMORROW & SUNDAY Rise and Shine

The shift from garrison rations to field rations means that all soldiers of the division will eat Lieutenant Ward R. Betts, as. identical meals instead of what sistant division chemical warfare ever their company mess sergeants, section officer, was issued a box supervised by officers, have planned for them.

Standard menus, prepared by screen during a 96th Bri- Kansas, will serve every regiment.

the daily 42-cent per-man allowance so as to have funds for ice cream and other tidbits, will be all property which he had received suspended as long as field rations at any time. The Company Com

Food here now is issued to mess ergeants on credit. When the with the prepared list. change becomes effective, the purchase and distribution of food will have elapsed since issue of some be handled by the warehouse staff of the equipment, some small item

General Truman said field rations would constitute the fare at least until after the division's September maneuvers in Louisiana with other units of the Second

To facilitate and simplify the field ration system, which is to be in force at all Army posts of more than 2,000 population by May 1, 1941, most Army comissary instal-lations will be separate agencies to be known as

either at home stations or since arriving at Camp, was counted this week in a general inventory of

Army property.

Maj. Gen. R. E. Truman, 35th Division Commander, ordered that training be halted in order to facilitate the count. All soldiers of the army dieticians at Fort Riley, Division and attached units, the 153rd of Arkansas and the 110th The rations saving plan, which Observation Squadron at Adams enables companies to save part of Field, were included in the check-

> Each man was requested to lis mander then visited every tent and checked items laid out on the bunk

Because considerable time may and a few articles of clothing were missing in the count,

All equipment issued is consider ed Government property and any articles of which a Soldier loses Division sergeants: possession must be paid for by the

COMIC TROUPE ON VAUDEVILLE BILL

Little Rock - Pepito, "The Continental Comic", and his road ow vaudeville unit will be red at the first of the Satur

### **IITNEY CABS TO AND FROM CAMP ROBINSON and** LITTLE ROCK

CARS LEAVING WEST ENTRANCE OF

### ROBINSON AUDITORIUM

AT ALL HOURS, DAY AND NIGHT MARKHAM and BROADWAY

### SERGEANTS HAVE

TROUBLE AND FUN

sergeant's mother loves him. Here s some news for mothers of 35th

Sgt. Victor P. Peck of the 137th Infantry's Company B from Emporia, Kansas, went to the hospital with measles and the company thereby lost its baseball manager, basketball manager, radio announcer, line sergeant, head of the class-sification detail and correspondent for the Emporia Gazette.

MEXICAN-BORN MAN IS TEACHING SPANISH

Camp Robinson - Mexico-born Staff Sgt. Rafael A. Ortiz of Camp Robinson — They say a Wichita, Kansas, is augmenting his Army pay by teaching Spanish to soldiers of the 35th Division.

The mess sergeant of Company K, 137th Infantry of Kansas, spends an hour a day with men of the 110th Observation Squadron, which is attached to the division. He conducts night classes for men of his regiment.

Ortiz was born in Mapimi, Durango, and came to this country when a youngster. Before induc-tion, he was a chef. Division, they have not been con mander, has announced.

section officer, was issued a box supervised by officers, have plan- Division Commander, ordered that stenciled "6-8MOKE POTS, HC, ned for them. HANDLE CAREFULLY, KEEP Standard menus, prepared by tate the count. All soldiers of the FIRE AWAY" for use in laying a srmy dieticians at Fort Riley, Division and attached units, the smoke screen during a 96th Bri. Kansas, will serve every regiment. 153rd of Arkansas and the 110th

ing area, found it full of G. I.

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### Rise and Shine

#### Unit

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saturated Saturations among to field rations means that all arriving at Camp, was counted this high explosives until recently. Lieutenant Ward R. Betts, as. identical meals instead of what. Army property, sistant division chemical warfare ever their company mess sergeants.

Maj Gen. R. E. Truman. 35th

The lieutenant opened the case the daily 42-cent per-man allow-up. ance so as to have funds for ice

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To facilitate and simplify the field ration system, which is to be COMIC TROUPE ON in force at all Army posts of more VAUDEVILLE BILL than 2,009 population by May 1, 1941, most Army comissary installations will be sepred into two separate agencies to be known as separate agencies to be known as organization commissaries, and sates commissaries. The organiza-tion commissaries will deal with messing organization and officers' messes, while the sales commissaries will deal with individuals authorized to make purchases.

Distribution of subsistence within regiment or separate units will be entirely by unit supply officers, thus providing valuable training, as well as centralizing and simplifying control and administration. It is estimated that the new system will reduce the number of accounts for an Army division from 120 or 130 to 10 or 12. Sales commissaries will be limited to cash sales only.

The two-part setup is along the lines of a large wholesale store and a retail store, In the reorganization large quantities of a limited number of items will be handled b ythe organization units, while a wider variety of certain sales articles will be handled by the sales

#### NEW FIRE FIGHTERS

soldiers in the 35th Division, with a three-week tour of training fire fighting experience before in-Division fire stations to relieve ment and the 43rd Engineers Regi-Regular Army Soldiers now on ment here this week. duty. The men come from seven Division Regiments.

#### BIBLES DISTRIBUTED

Camp Robinson - About 5,000 ing throughout the country.

sidered sufficiently dangerous to The shift from garrison rations either at home stations or since

training be halted in order to facili-The rations saving plan, which Observation Squadron at Adams enables companies to save part of Field, were included in the check-

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Little Rock - Pepito, "The Continental Comie", and his road show vaudeville unit will be tured at the first of the Saturand Sunday vandeville shows to presented at the Robinson Audium, Markham and Broadway, this a veteran of the World War, was week end.

An unusual thing about Pepito as a clown is that he has never appeared in a circus.

The unit also features Sugardians: the Payne Sisters, youthful ny Bryant, the whistling virtuoso; Trini, creator of the dance, "Begin the Beguine", and a chorus, and the heavy eaters.
"Adorabelles". The Hawaiian music Supply Egt. Left pany will close the show.

Saturday matinee is at 3 P. M. and night shows at 7:15 and 9:15 him. P. M. Sunday show times are 2. 4, 7:15 and 9:15 o'clock in the the right size," said the selectee

#### ARMY OFFICIALS INSPECTS UNITS

Camp Robinson - Brig. Gen. Clarence Sturdevant, Assistant to the Chief of Engineers of the U. S. Camp Robinson - Thirty-two Army, Washington, who is making luction, were assigned recently to spected the 110th Engineers Regi-

> Training activities, quantities of uipment on hand and efficiency of organizations comprised the main points covered in the inspection by the Washington official.

Lt. Col. Mason Young, Comcopies of the New Testament are mander of the 43rd Engineers being distributed to men of the 35th Regiment, a Second Army unit un-Division by Major Yandell S. Beans, attached to any Division, announc-Bible Society is giving the pocket-size testament to soldiers in train-ing throughout the country.

Snakes for Rheumatism
Dried snakes are sold in the Chi-nese shops of Honolulu as a cure for Bible Society is giving the pocket- Regiment is about complete, and

NEW SERVICE

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SERGEANTS HAVE TROUBLE AND FUN

Camp Robinson — They say a sergeant's mother loves him. Here some news for mothers of 35th soldiers of the 35th Division.

Infantry's Company B from Emporia, Kansas, went to the hospital with measles and the company thereby lost its baseball manager, basketball manager, radio announcer, line sergeant, head of the classsification detail and correspondent for the Emporia Gazette.

troubled with five men who ate more than their share of food and another five who consistently appeared late for chow. He mastered the situation by having them sit foot and Rastus, black-face come at the same table. Now the tardy soldiers must run to the mess hall singers; Olive Miles and Co.; John. to get there before the table is al type bayonets. cleared, and in so doing build up their appetites to match those of

Supply Egt. LeRoy C. Hughes of of Robert Bell and his native com- the 137th Infantry's Company B from Emporia, Kanzas, reports he asked a selectee if his shoes fit

"I don't think they're exactly "I can do an about face without lifting my feet."

Sgt. Dean L. Cawson of Com pany G, 110th Medical Regiment of Nebraska, has a family of field mice living in his steel helmet. Mother Mouse lined the helmet sue and pieces chewed fro a tent mate's wool underwear before moving in its family of six.

#### S S FORM FILLED

Camp Robinson - Company clerks in 35th Division units have filled out forms to protect unemployment compensation rights of soldiers in service in the division. budget - Better Permanent Waves The Federal Security Agency of the Social Security Board has re-Operators with years of experience quested that a record of pre-induction employment and earnings be

MEXICAN-RORN MAN IS TEACHING SPANISH

Camp Robinson - Mexico-born Staff Sgt. Rafael A. Ortiz of Wichita, Kansas, is augmenting his

The mess sergeant of Company Sgt. Victor P. Peck of the 137th K, 137th Infantry of Kansas, spends an hour a day with men of the 110th Observation Squadron, which is attached to the division. He conducts night classes for men of his regiment.

Ortiz was born in Mapimi, Durango, and came to this country when a youngster. Before induction, he was a chef.

#### ISSUED NEW BAYONETS

Camp Robinson — The shiny some National Guard troops in parades in their home towns were called in by the 35th Division Ordnance Officer recently. They will be replaced by regulation gun-met-

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#### ---------with the sergeant's cleansing tis- TIPTON AND HURST, INC. EASTER FLOWERS

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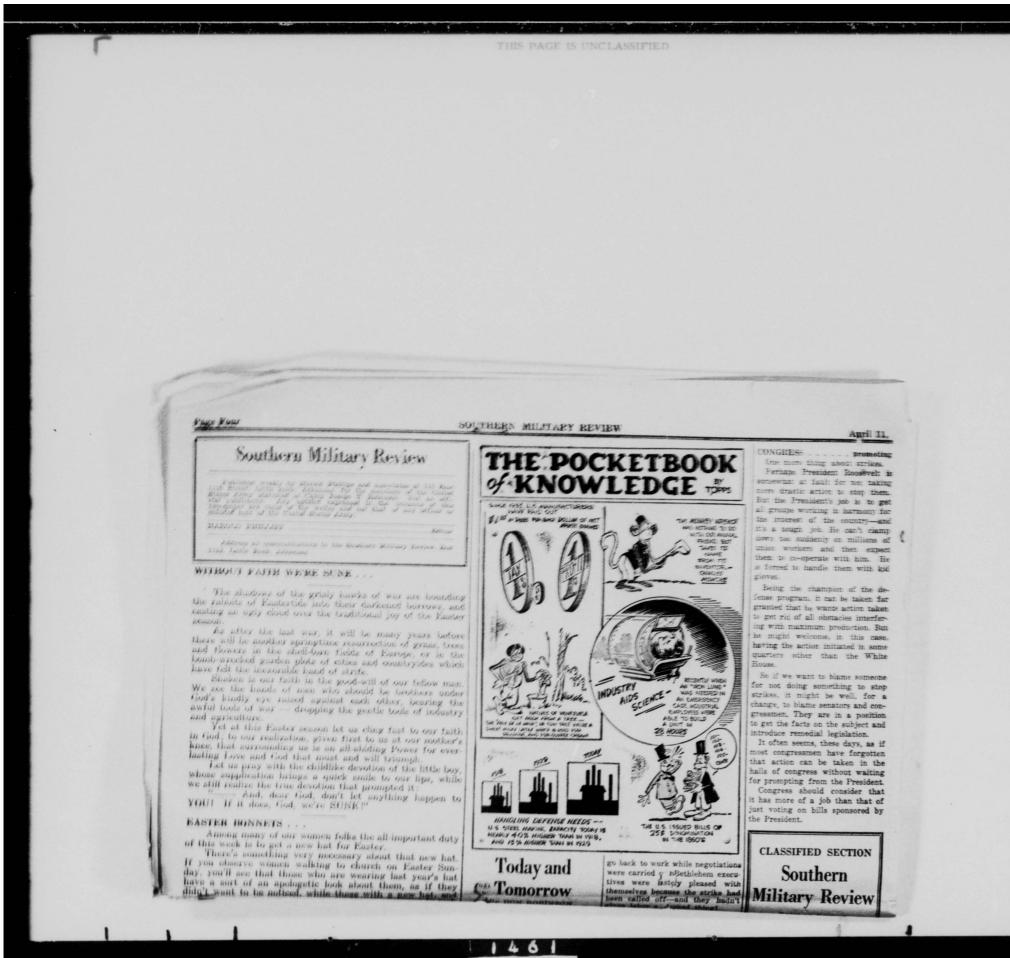
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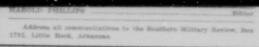
#### SPECIALS

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#### WITHOUT FAITH WE'RE SUNK .

The shadows of the grisly hawks of war are hounding the rabbits of Eastertide into their darkened burrows, and casting an ugly cloud over the traditional joy of the Easter

As after the last war, it will be many years before there will be another springtime resurrection of grass, trees and flowers in the shell-torn fields of Europe, or in the bomb-wrecked garden plots of cities and countryides which have felt the inexorable hand of strife.

Shaken is our faith in the good-will of our fellow man. We see the hands of men who should be brothers under God's kindly eye raised against each other, bearing the awful tools of war - dropping the gentle tools of industry

and agriculture. Yet at this Easter season let us cling fast to our faith in God; to our realization, given first to us at our mother's knee, that surrounding us is an all-abiding Power for everlasting Love and God that must and will triumph

Let us pray with the childlike devotion of the little boy, whose supplication brings a quick smile to our lips, while

#### EASTER BONNETS . . .

Among many of our women folks the all-important duty of this week is to get a new hat for Easter.

There's something very necessary about that new hat. If you observe women walking to church on Easter Sunday, you'll see that those who are wearing last year's hat day, you'll see that those who are wearing last year's nat have a sort of an apologetic look about them, as if they didn't want to be noticed, while those with a new hat, and pernaps a corsage, have an air of wanting everyone to look at them — to look at someone who is happy and gay and

full of the spirit of Easter.

That feeling of having to have a new Easter bonnet is more than just a custom or a silly notion. It is a form of rejuvenation. The Easter spirit, the Easter music, the sermons in the churches are all aimed at freshening up our minds and souls, and it makes a super-woman to feel that freshness inside if her clothes are shabby and out-

It may be the soul of a woman that really matters, but in most cases a woman's soul is warmed and expanded im-measurably by the admiration or approval of others of her

The purpose of Easter is not to hold a fashion parade, but the fashion parade is a woman's way of harmonizing with the Easter season.

We hope there will be plenty of new Easter bonnets in our town this year — and that the Easter spirit will be expressed inside of heads as well as on top of them on Easter morning.

#### KANSAS MOTHERS CALL AT ROBINSON

from the Augusta, Kansas, 35th stressed that the men in the 35th Division Mothers Club called on Division are getting the best train-Maj. Gen. R. E. Truman, 35th Diving available during their training ision Commander recently to discuss plans for their club. They facilities are available to them came to find out for themselves after training hours.

how to make their sons and other The delegation was headed by how to make their sons and other men from their community more Mrs. William Olsen, secretary-Gen. Truman just what he had in others in the party were Mrs. mind when he suggested that mothers of soldiers organize.

he wanted them to see the com- ta club has 65 members and was plete picture of their sons' life organized two weeks ago. The Auhere. He stressed the fact that gusta men belong to units of the their sons are in the finest Army 137th Infantry. Camp in the United States, with only three deaths, of which two were due to accidents outside the division area; the sickness in camp was at a minimum compared to about 1869

that of a city of 20,000 persons and that the camp contained the highest type of officers and men Camp Robinson - A delegation to be found anywhere. He also

comfortable and to talk over with treasurer of the Augusta club. Bechtold, Mrs. G. S. Burns and Gen. Truman told the delegation Mrs. A. L. Hawkins. The Augus-

#### Petroleum in 1869

Petroleum was first used to lubricate cylinder walls of steam engines



#### Today and Foxi Tomorrow By DON ROBINSON

TRIKES . . . . . . patriotism this strike business is brought to a mick halt.

When certain union leaders make important than the strength American public may have to rout out those leaders before it attacks ACTION . . . . . . . . . fire any other enemy of democracy.

So far, I don't think the thoucent years will be lost. But actual- ly before we demand any action. ly, they are taking a big jump in a backward direction right now by bers of unions are good Americhancing the loss of the sympathy cans of the American people.

The unions aren't 100 per cent of defense workersguilty for the loss of millions of man-hours on defense work. In cases, would walk all over labor if some cases they have a sound argu- it didn't assert itself-

ment for their actions by pointing We know President Roosevelt has per month. Mrs. Mooney, 1115 W. out that an industry, producing all it is capable of producing, and getpect them to back his program ting a fair profit on its production. should share its increased income with labor.

union agreed to have its members can extinguish the blaze.

go back to work while negotiations go back to work while negotiations were carried or Bethlehem executives were hearly pleased with themselves because the strike had been called off—and they hadn't given labor a carned thing!

But when the hoojon finally struck in earnest, it wasn't to better the

condition of Bethlehem workers but The fight being waged between to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization of Bethienem workers but to strengthen its own organization o ast a tea party compared with the throw out a local union and to per - to get the steel company to throw out a local union and to per-mit an election to determine what union the men wanted.

In due time, that could have been taken care of by law. Or it could t apparent that they consider the trength of their organizations nation had been satiated. It's of no importance compared with the order country, when they show that they are willing to added the state of America. And it proves, that they are willing to endanger our nation by bogging down on deense production in order to test their power, it looks as though the their power, it looks as though the swering the President's plea for sacrifice by shouting, "Not us!"

> It takes the American people a long time to get their dander up.

sands of union members who have That's why we're able to get agreed to strike are so much to along as a federation of 48 differ-They have been blinded ent states without having the into thinking that they must do squabbles and wars that are conwhat the unions tell them or all of the progress they have made in re-We know the majority of men

We know those who are striking GUILT . . . . . . . sacrifice actually represent a small minority

We know employers, in

But we know too, that the world's biggest fire is sweeping toward our house and we're not going to stand lished. Prints only accepted. biggest fire is sweeping toward our Take the Bethlehem Steel problem. A few weeks ago, when the lem. A few weeks ago, which is the lem. A few weeks ago, when the lem. A few weeks ago, which is the lem. A fe

workers and then expect them to co-operate with him, is forced to handle them with hid gloves.

Being the champion of the de fense program, it can be taken for granted that he wants action taken to get rid of all obstacles interfer ing with maximum production. But he might welcome, in this case, having the action initiated in so quarters other than the White House.

So if we want to blame someone for not doing something to stop strikes, it might be well, for a change, to blame senators and congressmen. They are in a position to get the facts on the subject and introduce remedial legislation.

It often seems, these days, as if ost congressmen have forgotten that action can be taken in the halls of congress without waiting for prompting from the President

Congress should consider that it has more of a job than that of just voting on hills sponsored by the President.

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LARGE FRONT ROOM adjoining bath. Lots of closet space. Lavatory. Very desirable. 24th, phone 4-4584.

ORIGINAL SNAPSHOTS of activities at Camp Robinson. One

#### KANSAS DOCTOR JOINS

OLD VEHICLES AT

Page Five

#### GENERAL TRUMAN'S COMMANDER VISITS

E. Truman's World War Command- helped bring into the world about er, Colonel Albert Linxwiler, now 20 years ago. Capt. Hall reportpostmaster at Jefferson City, Mo., ed for duty recently in the 137th visited Gen. Truman at his 35th Medical Detachment. He has been tering the Camp. Division Headquarters recently.

lahoma, twenty-three years ago can with the British Army. and said that the facilities here were far superior to those encountered by his men in the 140th Infantry of Southern Missouri. He spoke of the gas heaters in each tent as a far cry from wood stoves his men burned at Camp Doni-

"Our boys often had to turn out for fire call in the middle of the "They would never believe there could be an Army Camp like this

Accompanying Colonel Linxwiler is his wife and two other guests. City, who was his orderly during the war, and Mrs. Clyde Ethel Walker, postmaster at Mountain View, Mo.

#### DOGS DISCONCERT MEN IN TRAINING

try Regiment scared up a cotton-

Camp Robinson - Capt. Millard W. Hall, a Wichita, Kansas, physician, is looking through the 137th Camp Robinson - Maj. Gen. R. Infantry Regiment for the men he a physician in Wichita for 20 Colonel Linxwiler recalled the years. During the World War he hardships at Camp Doniphan, Ok- was assigned to duty as an Ameri-

#### BUDDIES TEACHING SOLDIER TO WRITE

is learning to read and write and trance and will proceed at direcspeak English from his buddles tion of the military police on duty in Company F, 110th Medical Regi-ment of Nebraska and Staff Sgt. hicles admitted will be those wit

broken English.

three years in Hall County, Ne- headquarters. braska, tutors Tatara three nights a week, and has arranged for vehicles with commissioned offi-Tatara to attend a Little Rock cers or their guests or exception night school three evenings a

Tatara, studying Fifth Grade reading, writing and arithmetic, Camp Robinson — Rabbits, 'pos-sums and dogs keep the soldiers expects to start soon on history Four squads of the 153rd Infan-y Regiment scared up a cotton.

Army, he will he better than a grade school edd lon.

Taxicahe will he admitted. of the 35th Division amused at and literature. Before he leaves the istration occupied only by camp

#### RULES FOR MOTOR ENTRANCE CHANGED

SOUTHERN MILITARY REVIEW

Camp Robinson - Maj. Gen. R. E. Truman, 35th Division Com- ferred to other stations. mander, this week announced new

The new rules follow:

8 a. m. to 6 p. m. — All vehicles seeking entrance will be admitted except those with drivers or occupants who are objectionable or unare denied entrance by direction Leavenworth, Kansas, will get 36; to direct them to the outer rimof camp headquarters. All vehicles entering the camp will come to Camp Robinson - Alex Tatara a complete stop at the main en

for fire call in the middle of the night," Colonel Linxwiler said. Chester Owens, Company F, a commissioned officers or identified guests of commissioned officers as Private Tatara, 23 years old, was driver or occupant; those bearing born in Omaha, but went to Poland evidence of official camp registrawith his father when a youngster. tion occupied only by camp per-He returned to this country a year sonnel properly identified; camp Corp. Dallas Groce of Jefferson ago. At the time of induction with personnel properly identified being the 35th Division, he spoke only conveyed by public carriers; ex ceptional cases properly certified Sgt. Owens, who taught school for admission by camp or division

> Midnight to 5:30 a. m. - Only certified cases will be admitted.

5:30 a, m. to 8 a. m. - Regula tions are the same as from midnight to 5:30 except vehicles bearing evidence of official camp reg-

Taxicabs will be admitted hen Tatara was in the Polish Army called from the comp if the

### CAMP ARE MOVED

than 1940 models are being trans- Springs, Ark., 4.

trucks, cars and motorcycles, which in December.

Fort Crook, Neb., 141; Fort Warren, Wyo., 34; Ft. Riley, Kans., 67; Fort Meade, S. D., 3; Jefferson Camp Robinson - All vehicles Barracks, Mo., 24, and Army and in the 35th Division of earlier Navy General Hospital, Hot

#### LIZARD NO NAG

Camp Robinson - The soldiers have been arriving here since early of Company B, 134th Infantry of in December. The first motorcade of 89 vehi- back home are now racing lizards. cles left recently for Fort Leonard The lizards are lined up in the cendesirable or those vehicles which within the next few weeks. Fort pany street and their tails tickled

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WELCOME SOLDIERS MALNICK SHOE SHOP

lahoms, twenty-three years ago can with the British Army. and said that the facilities here were far superior to those enuntered by his men in the 140th Infantry of Southern Missouri. He spoke of the gas heaters in each tent as a far cry from wood stoves his men burned at Camp Doni-

"Our boys often had to turn out for fire call in the middle of the night," Colonel Linxwiler said. "They would never believe there could be an Army Camp like this

Accompanying Colonel Linxwiler is his wife and two other guests. Corp. Dallas Groce of Jefferson City, who was his orderly during war, and Mrs. Clyde Ethel Walker, postmaster at Mountain View, Mo.

#### DOGS DISCONCERT MEN IN TRAINING

Camp Robinson - Rabbits, 'possums and dogs keep the soldiers of the 35th Division amused at

Four squads of the 153rd Infantry Regiment scared up a cotton-tail, which doubled back to the wooded training area. Despite the sergeants' frantic blasts on their whistles, the extended order drill soldiers took out after the quarry. spoonfull of mashed potatoes, We It wasn't until after the bunny had the same for supper. Lunch sheepishly returned to their skirmisher practice.

black and tan dog which has taken over the job of guarding Nebraska's 134th Infantry band is becoming quite a problem. only does his barking interfere ed for Army training. with the music, but he won't let anyone approach the bandsmen POLKA PROVES POPULAR

while they are playing. When Sergeant O. K. Wright of ment, shinneyed up a tree during for Bohemian music. It started a company field training exercise when a handful of the 134th bandsyoung occuping the same branch, band rehearsals. Their tent wa ore serious business of training. hall programs.

risited Gen. Truman at his 35th Medical Detachment. He has been tering the Camp. Division Headquarters recently. a physician in Wichita for 20 The new rules follow: Colonel Linxwiler recalled the years. During the World War he 8 a. m. to 6 p. m. — All vehicles in December.

#### BUDDIES TEACHING SOLDIER TO WRITE

Camp Robinson - Alex Tatara is learning to read and write and speak English from his buddies in Company F, 110th Medical Regiment of Nebraska and Staff Sgt. Chester Owens, Company F, a former country school teacher,

Private Tatara, 23 years old, was born in Omaha, but went to Poland He returned to this country a year ago. At the time of induction with the 35th Division, he spoke only broken English.

Sgt. Owens, who taught school three years in Hall County, Nebraska, tutors Tatara three nights a week, and has arranged for Tatara to attend a Little Rock night school three evenings a

reading, writing and arithmetic, expects to start soon on history and literature. Before he leaves the Army, he will he better than a grade school edit on.

Tatara was in the Polish Army

was forgotten and to a man the pint of coffee, a slice of bread and spoonfull of mashed potatoes, We ducked in his hole that the men was sauerkraut, beans and bread." Polish soldiers, he said, were paid eight cents a day.

Tatara has a sister in Poland and two in Omaha, Mrs. Elizabeth Szaro and Margaret Tatara, He Not was a bus boy before he volunteer-

Camp Robinson - The 134th In-Company E, 134th Infantry Regi- fantry of Nebraska is going in to sight the enemy, he fould a men played a few folk dances and mother 'possum and several of her polkas to pass time away between A lieutenant persuaded the sol- soon crowded with soldiers. Now diers to give up their unscheduled the small orchestra is busy enter nature study and return to the taining the regiment in recreation

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postmaster at Jefferson City, Mo., ed for duty recently in the 137th regulations governing vehicles on than replaced by 1,008 latest model

hardships at Camp Doniphan, Ok- was assigned to duty as an Ameri- seeking entrance will be admitted The first motorcade of 89 vehi- back home are now racing learns. except those with drivers or occu- cles left recently for Fort Leonard The lizards are lined up in the cen pants who are objectionable or un- Wood, Mo. Others will be sent ter of a large circle in the comdesirable or those vehicles which within the next few weeks. Fort pany street and their tails tickled are denied entrance by direction Leavenworth, Kansas, will get 36; to direct them to the outer rim of camp headquarters. All vehicles entering the camp will come to a complete stop at the main en-trance and will proceed at direcion of the military police on duty

6 p. m. to midnight - Only ve-hicles admitted will be those with commissioned officers or identified guests of commissioned officers as driver or occupant; those bearing evidence of official camp registrawith his father when a youngster. tion occupied only by camp personnel properly identified; camp personnel properly identified being conveyed by public carriers; exceptional cases properly certified for admission by camp or division headquarters.
Midnight to 5:30 a.m. — Only

vehicles with commissioned officers or their guests or exception certified cases will be admitted.

5:30 a. m. to 8 a. m. - Regula Tatara, studying Fifth Grade tions are the same as from midnight to 5:30 except vehicles bearing evidence of official camp registration occupied only by camp personnel will be admitted.

Taxicabs will be admitted the called from the camp if the three months.
"But Army life, over there is nothing like it ere," he says.
"For breakfast we were fed a half

#### CASC TROOPS GO TO FORT WOOD, MO.

Camp Robinson - Two companies of the first troops to ar rive at Camp Robinson last August, Company A of the 6th Engineers Regiment, and Company C of the 6th Medical Regiment, left this week for Fort Leonard Wood,

They will be engaged in duties made necessary by the anticipated arrival of other Corps Area Servic Command Troops. Such were the activities of these units here prior to the arrival of other con

#### TRASHY \$20 BILL

Camp Robinson - Soldiers en oying themselves in the 134th Inantry canteen wondered why a buddy was digging anxiously in a trash can. They had the answer when he pulled out a \$20 bill one dollar less than a selectee's monthly pay. The grinning soldier had thrown the bill in the trash with a penny candy bar wrapper a few minutes before.

#### TWO ARE PROMOTED

tions in 35th Division Headquarters were announced recently. Capt. Herbert D. Gish, Assistant Chief of Staff, G-4, who was formerly with the 110th Quartermaster Regiment, was promoted to Major. Lt. Wilder H. Sheard, assistant to the Assistant Chief of Staff 1, was promoted to Captain

trucks, cars and motorcycles, which

Camp Robinson have been arriving here since early of Company B, 134th Infantry of Nebraska, who played the ponies

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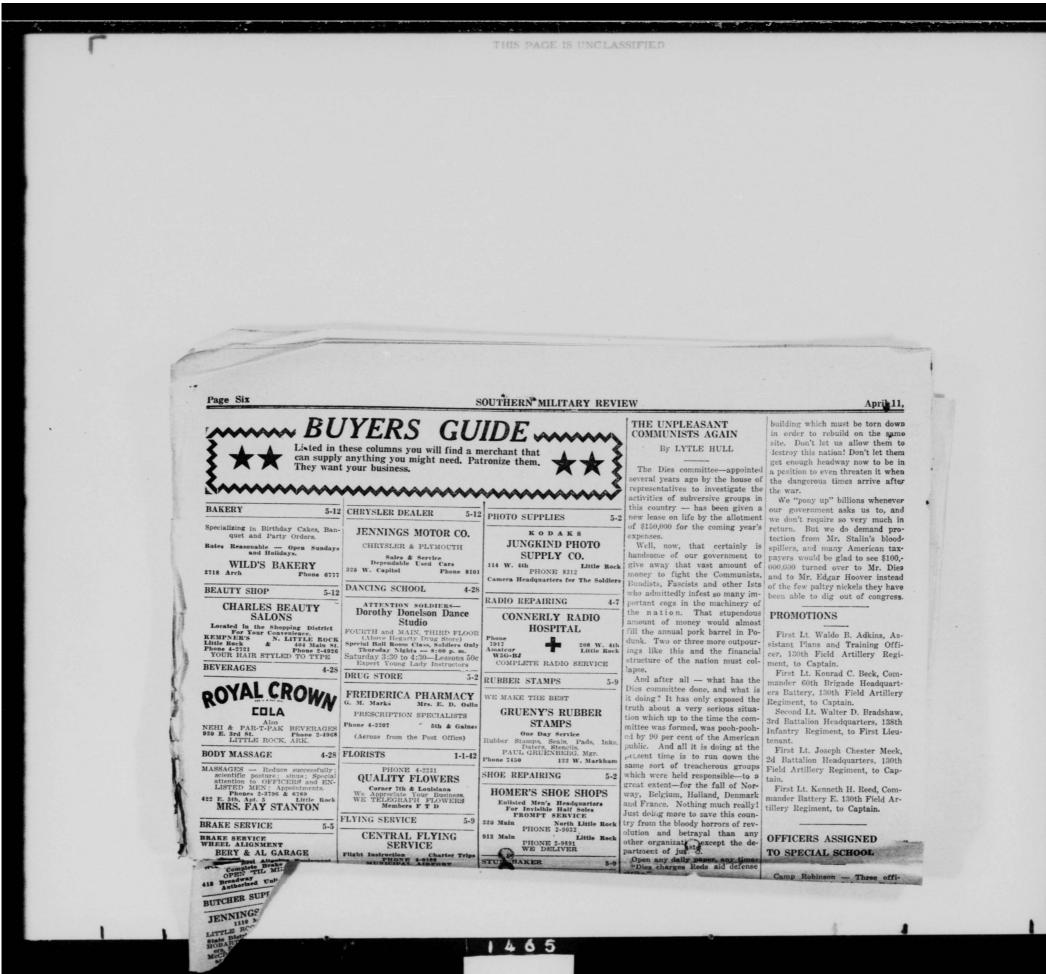
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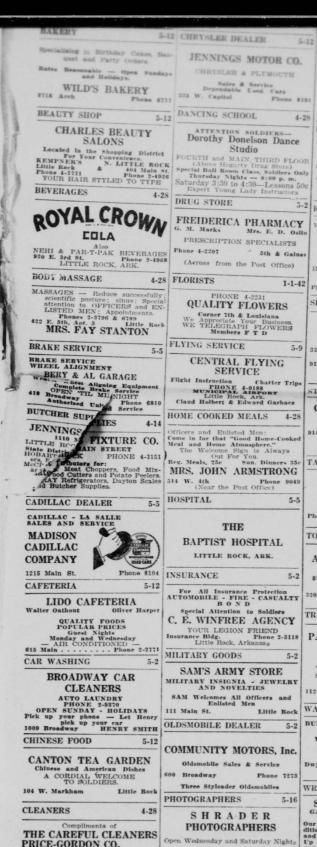
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SUMMERS and CORBIN

who admittedly infest so many im-portant cogs in the machinery of the nation. That stupendous amount of money would almost fill the annual pork barrel in Po- First Lt. Waldo B. Adkins, Asings like this and the financial cer, 130th Field Artillery Regi-structure of the nation must col-

Dies committee done, and what it doing? It has only exposed the Regiment, to Captain. truth about a very serious situation which up to the time the com- 3rd Battalion Headquarters, 138th ed by 90 per cent of the American public. And all it is doing at the First Accent time is to run down the 2d Battalion Headquarters, 130th same sort of treacherous groups Field Artillery Regiment, to Capgreat extent-for the fall of Norway, Belgium, Holland, Denmark mander Battery E. 130th Field Arand France. Nothing much really! tillery Regiment, to Captain. try from the bloody horrors of revlution and betrayal than other organizati pexcept the de-

Open any daily paper, any time: "Dies says 5,0 lot sabotage in

Detroit plants.' ting started."

American forces."

lasts.'

n 24 states.' (Harry) Bridges"

Turn over the page and read about Communism in the free public schools of New York city. Try to remain calm as you read of the powerful organized groups of lawprofessionals who are feverishly preading the most venomous and nurderous doctrine ever devised by man. Peruse calmly the day by QUARTERMASTERS day accounts of peculiar accidents in powder plants and munition factories. Try to hold your temper been able to pry loose from con- mental Commander.

4-28 S 5-16

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cour shop is fully equipped to recondition your car — Get our estimate and save money — Complete Tune-to the streets of their cities will run red with blood. The Bolshevists believe they must destroy to build anew. They look upon the human race as one does upon an old

Following the program, in the time being at least, by agents of Moscow, and it is fairly safe to predict that in this case the streets of their cities will run red with blood. The Bolshevists believe they must destroy to build anew. They look upon the human race as one does upon an old ed music for the occasion. the time being at least, by the after the war. agents of Moscow, and it is fair-ly safe to predict that in this case officers of the regiment and men

has been given a our government asks us to, and of \$150,000 for the coming year's return. But we do demand pro-Well, now, that certainly is spillers, and many American tax ndists. Fascists and other Ists of the few paltry nickels they have

dunk. Two or three more outpour-sistant Plans and Training Offi-

And after all — what has the mander 60th Brigade Headquart-First Lt. Konrad C. Beck, Com-Dies committee done, and what is ers Battery, 130th Field Artillery

Second Lt. Walter D. Bradshaw, mittee was formed, was pooh-pooh-

### OFFICERS ASSIGNED TO SPECIAL SCHOOL

ment were to leave this week for "Dies warns sabotage only get- a three-month course in the Infan-

ing started."
"Green says Guild run by antiquerican forces."
"FBI agents study three powder lasts."

Those going to the Infantry School are Lt. Wallace B. Ball, Lt. Paul B. Jacobs, and Lt. Francis E. W. Eller and C. W. Filler a cis E. McElroy.

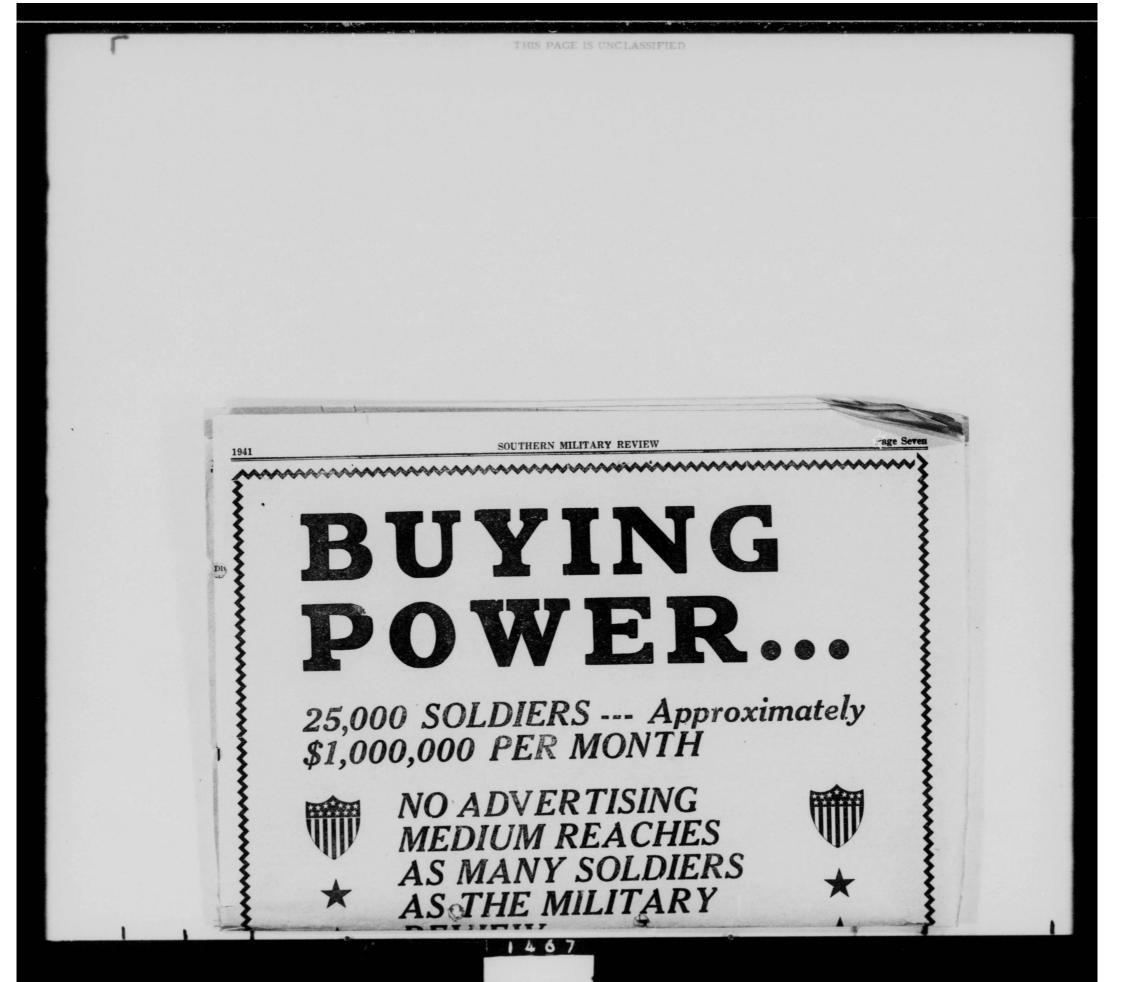
"Ampter expects gains for Reds Maj. Edward Gillette, Division Transportation Officer, and Capt. And last-but quite significant Harold G. Petz, Supply Officer of "22 Movie makers side with the 110th Quartermaster Regiment, left Thursday to attend the Army Turn over the page and read Quartermaster School at Philadel-

vars, teachers, students and other the Motor Maintenance School for a month.

when you see strike after strike | Camp Robinson - Fifth anniwhich you see strike after strike in defense industries put down to versary of the founding of the Red influence. And try not to 110th Quartermaster Regiment was augh when you attempt to visual- observed recently with a special ize the gargantuan sum of \$150,- program and review of the troops 000 which the Dies committee has by Col. Marcus L. Poteet, Regi-

This regiment was one of the When this war is over, one of first four Quartermaster units orthe greatest strains which has ever ganized out of National Guard been put upon the peoples of the units on April 1, 1936. The 110th world, will occur. Some of the na- was the Missouri Supply Train ions will be unable to stand it and during the World War. It was will "go under." These countries transferred to Nebraska when the will probably be taken over, for National Guard was reorganized

the streets of their cities will run in the organization when it was red with blood. The Bolshevists founded were introduced, athletic believe they must destroy to build games were played. The 110th anew. They look upon the human Engineers Regiment band furnish-





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ON THE BEAM By JEANETTE A. BENZ Civilian Hostess

Adams Field - The Army Day celebration had us in a flat spin last week end. We played hide and seek with the weather until we got disgusted and cancelled our jaunt to Camp Robinson and then the rain stopped and the sun shone in days, R. J? all its glory. If wed known that sooner we'd have called off our in the maneuvers in that soup but of instructions and are we ever after the weather cleared it seems in the Army! We get "Reveille" they put on quite a show. It seems a half hour before the alarm goes broken or at least tied on that "Taps" at bedtime. All this we've back to the field for developing and printing and flew back and our Bubble Bath that's going a to warn the civilians. dropped it at Camp Robinson in little too far. 17 minutes. The time lapse from the moment the film was removed from the plane until it had been printed was 7 minutes. "Fourteen, Jobs" Niehaus has a crack section there in our humble opinion.

Island Cost \$1.65 Governor's island in New York harbor was purchased from the Indians in 1637 for \$1.65.

Famous Blizzard posited 16.5 inches of snow in 24

MRS. LENA M. HALL 318 ROCK LITTLE ROCK note: We want a ride in the "Jeep"

Our very best to Lt. and Mrs L. P. Wingert, Jr., who were married on Saturday, April 5. But we can't understand why he showed up at the field for breakfast on Tuesday, April 8. Tsk, Tsk.

What's "Roaring" Ruick doing around town in a car bearing Texas license plates? Commuting these

How to keep from growing old: trip in the morning and saved a The pride and joy of the Benz lot of people a ducking. We didn't menage has come into possession expect the Squadron to take part of a toy bugle together with a book

> We get so many requests at the Soldlers' Club for information on transfers to the Squadron that "Whim-Wham" Whitten wants to know if we're getting a commis sion. No commission, Mackey, but we give away dishes.

The "Lost Squadron" defeated Crowe-Burlingame at softball last Saturday to the tune of 13-5 at Lamar-Porter Field.

### OBSERVATION PLANES WARN TRESSPASSERS

SOUTHERN MILITARY REVIEW

Camp Robinson — Messages dropped from observation planes to F. Kaster, who recently returned areas of this military reservation. G-1.

Adopting a system perfected in rescuing survivors of floods in recent years, pilots in planes of the 110th Observation Squadron, attached to the 35th Division, now "spot" civilian cars in restricted areas, find a patrol car easily identified by a white roof marking, and drop a message in a canvas bag attached to a two-yard

Under the method used until now, the plane reported to its base to us a record must have been off, "Mess Call" at mealtime and at Adams Field in Little Rock by E A S T E R photographic stint when Capt. accepted like the good-natured soul Military Police headquarters at Page 1) was preferred took it. Burkhardt shot a picture, took it we are but when she gives out with Camp Robinson and a patrol car

### WARRANTS GIVEN 137th INFANTRYMEN

mander, Wednesday evening pre- Reents in charge. sented warrants to 207 non-comthe regimental recreation hall.

Gen. Truman told the men that the regiment's record was one of gineers Regiment, the 110th Quartthe finest of the Division during Capt. E. H. Kaeppel, Capt. E.
J. Burkhardt, Lt. E. R. Niehaus,
Lt. Wilson and Sgt. Ditrich flew

CAPT. ELLIOTT VISITS the World War, and added that each of the men would be given an Catholic Sees

COLONEL KASTER ON JOB AS G-1

35th Division Military Police pa- from the Adjutant General School trol cars have shortened time in Washington for six weeks, has formerly taken in warning civilian taken over his new duties as 35th automobiles away from restricted Division Assistant Chief of Staff,

> Colonel Kaster was formerly Division Adjutant General. His home is in Topeka, Kansas.

### CHAPLAIN REPORTS

Camp Robinson - Capt, Joseph Gray, Chaplain reserve of Atlanta, reported for duty Wednesday as Chaplain at the Reception Center.

The 127th Field Artillery Regiment, the 161st Field Artillery (Continued from Page 1)
Regiment, the 130th Field Artillery commanding officer of the "Roll-Regiment, the 130th Field Artillery Regiment and the 60th Field Artillery Brigade Headquarters and day's march from an observation Headquarters Company will con- plane, radioing orders. duct services in the area imme diately south of 60th Field Artil-Camp Robinson — Maj. Gen. R. lery Brigade Headquarters, with E. Truman, 35th Division Com-Chaplains Roy Hillyer and J. H.

Chaplains A. C. MacKinney and missioned officers of the 137th In- I. F. Obrist will officiate at servfantry Regiment in a ceremony at ices to be held in the 110th Medical Regiment area between 11th and 13th streets, for the 110th En- tenant said, this division could

Catholic sees will be celebrated at 5:45 and 10 o'clock Sunday

fare Officer; Maj. E. W. Snyder, Plans and Training Officer; Maj.

Arthur Pulsifer, Officer in charge

of Signal Communications, and

Maj. Joe Nickell, announcer. Also, Maj. L. L. Heinlein, in [ charge of Engineers: Mai. Edwin r H. Lauth in charge of Air Corps; ; Maj. John A. Merideth, in charge of Medical Detachment: Mai. Pau T. Swenson, Traffic Control; Capus Chas. Taylor, in charge of Anti-Tank Guns: Capt. Russell Gravbill, in charge of Mortars; Capt. William B. Smith, Liaison Officer; Lt. D. P. Wilson, in charge of Field Artillery; Lt. Mark Alexand-Honey, Director of Bands; Lt. J. A. Hawk, in charge of Rifle Bay-

MOTORIZED.

machine guns.

Richard D. Melcher, assistant in

charge of Rifle, Bayonet and drill,

and Lt. Denver Wilson, in charge of

march," Fredendall said. "We had very few mechanical casualtiesthree stopped gas lines in the west column. Maybe a few others which haven't yet been reported."

The Fourth is the Army's only omplete motorized division

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rain stopped and the sun shone in days, R. J? all its glory. If wed known that broken or at least tied on that "Taps" at bedtime. All this we've photographic stint when Capt, accepted like the good-natured soul photographic stint when Capt. accepted the the government of the stintary rouse neadquarters. Burkhardt shot a picture, took it we are but when she gives out with Camp Robinson and a patrol car back to the field for developing "Fire Call" while we're enjoying and printing and flew back and our Bubble Bath that's going a dropped it at Camp Robinson in little too far. 17 minutes. The time lapse from the moment the film was removed from the plane until it had been printed was 7 minutes, "Fourteen, Jobs" Niehaus has a crack section there "Whim-Wham" Whitten wants to

Island Cost \$1.65 Governor's island in New York harbor was purchased from the In-dians in 1637 for \$1.65.

Famous Blizzard
The famous blizzard of 1888 deposited 16.5 inches of snow in 24 hours.

MRS. LENA M. HALL 318 ROCK LITTLE ROCK YES SUNDAY NIGHT

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disgusted and cancelled our jaunt around town in a car bearing Tex-

lot of people a ducking. We didn't menage has come into possession expect the Squadron to take part of a toy bugle together with a book the maneuvers in that soup but of instructions and are we ever after the weather cleared it seems in the Army! We get "Reveille" they put on quite a show. It seems a half hour before the alarm goes us a record must have been off, "Mess Call" at mealtime and at Adams Field in Little Rock by E A S T E R -

> We get so many requests at the Soldiers' Club for information or know if we're getting a commis sion. No commission, Mackey, but we give away dishes.

> The "Lost Squadron" defeated Crowe-Burlingame at softball lass Saturday to the tune of 13-5 at Lamar-Porter Field.

Capt. E. H. Kaeppel, Capt. E. J. Burkhardt, Lt. E. R. Niehaus, Lt. Wilson and Sgt. Dittrich flew to San Antonio this week for a radio check-up.

New members of the Squadro include Lt. D. M. Gordon and Lt . E. Guell from Kelly Field, Texas, Capt. Krass and Lt. Wilucki Medical, Pvt. P. G. Scudder, transferred from 110th Ordnance, and Pvts. J. E. Taylor, J. W. Barton, W. W. Charlot, H. A. Henderson, R. R. Hill, C. H. Mueller, W. H. Ritterbach, L. H. Turner and J. H. Wilson, selectees What 'cha know, Joe?

Fasten your safety belts, kids, we're comin in.

# GENERAL TRUMAN GETS NEW AIDE

Camp Robinson - Lt. George B. VanZee, former assistant Adjutant General at Ft. Benning, Ga., arrived this week to assume his new duties as aide to Maj. Gen. mander, here.

Lt. VanZee is a son of Col. George B. VanZee, U. S. Army Engineers, retired. He attended the New York Military Academy and Columbia University.

### COOL CLOTHES COMING

Camp Robinson - Men of the 35th Division will store their woolen winter uniforms next week, to soldiers from Camp Robinson board; Maj. Ad Lindsey, assistant April 15, and don cotton shirts and trousers for summer wear, it was facilities. announced recently by Maj. Gen. R. E. Truman, 35th Division Commander. Winter uniforms now being worn include coats and over-

Adopting a system perfected in secuing survivors of floods in re- Division Adjutant General. disguated and cancelled our Jaunt to Camp Robinson and then the as license plates? Commuting these cent years, pilots in planes of the home is in Topeka, Kansas. 110th Observation Squadron, attached to the 35th Division, now sooner we'd have called off our How to keep from growing old; areas, find a partial car easily "spot" civilian cars in restricted identified by a white roof marking, and drop a message in a can-

radio. The airport then contacted (Continued from Page 1) was dispatched from headquarters to warn the civilians.

### WARRANTS GIVEN 137th INFANTRYMEN

E. Truman, 35th Division Com- Chaplains Roy Hillyer and J. H. E. Truman, south Microscopies of the Research States of the Research enter warrants to the 137th In-lassioned officers of the 137th In-L. F. Obrist will officiate at servthe regimental recreation hall.

the regiment's record was one of gineers Regiment, the 110th Quart the finest of the Division during the World War, and added that Medical Regiment.

## CAPT. ELLIOTT VISITS

C. Elliott, Public Relations Offi- the 134th Infantry Regiment. cer for the Second Army, visited 35th Division Headquarters this ARMY DAYweek. He conferred with Lt. Col. (Continued from Page 1) Ross Diehl, A. C. of S. G-2, and Monday morning, failed to dampe other officials while here.

### LYNGE PROMOTED

Camp Robinson - Lt. Wilbur J. Lynge, Transportation Officer for the Corps Area Service Command, after which General Truman made received his promotion this week a brief address. During the parfrom Second Lieutenant to First Lieutenant.

### BAND INVITED

Camp Robinson - The 110th invited to participate in the Sunrise Easter Service on the State Capitol lawn in Little Rock, East- 140th and 153rd Infantry Regier morning, April 13. Church and R. E. Truman, 35th Division Comwill take part in the service.

### CARD INTEREST POINTS

Little Rock - Workers at the Soldiers' Service Center, Third and Main streets, have card-indexed Barksdale Field, La., participated riding academies, skeet clubs and in the maneuver. other points of interest and entertainment in Little Rock and vicin-

The East river, which separates
Manhattan and the Bronx from
Brooklyn and Queens is 16 miles
long.

### CHAPLAIN REPORTS

Camp Robinson - Capt. Joseph Gray, Chaplain reserve of Atlanta, vas bag attached to a two-yard reported for duty Wednesday as Chaplain at the Reception Center.

The 127th Field Artillery Regiment, the 161st Field Artillery Regiment, the 130th Field Artillery Regiment and the 60th Field Artil. lery Brigade Headquarters and Headquarters Company will conduct services in the area imme Camp Robinson — Maj. Gen. R. lery Brigade Headquarters, with diately south of 60th Field Artil-

fantry Regiment in a ceremony at ices to be held in the 110th Medical Regiment area between 11th Gen. Truman told the men that and 13th streets, for the 110th En-

each of the men would be given an apportunity to earn commissions. CAPT. ELLIOTT VISITS morning at the 110th Medical Regiment and the 138th Infantry Regiment Terry on halls, and at 8:15

Camp Robinson — Capt. James

A. M. in recreational hall of

the spirits of spectators or men in the activities arranged for that day.

Following the parade, invocation was offered by Maj. Yandell S Beans, 35th Division Chaplain ade the massed bands played the "General Truman March", written by Sgt. Tom Danks, a friend of the Commander during World War

Under the command of Lt. Col Medical Regiment band has been Butler B. Miltonberger, an Infantry Battalion composed of mem bers of the 134th, 137th, 138th, ments, demonstrated an attack for by the 130th Field Artillery, the 110th Medical Regiment, with the 110th Engineers Regiment launching assault bombs.

Planes from the 110th Observation Squadron and planes from On the board of officers in

charge of the program were: Lt. Edgar Barrett, assistant to the president of the board; Col. Per Ramee, Director of Division Train. ing; Lt. Col. Butler B. Miltonberger, director of demonstrations; Lt. Col. John B. Cobb, Chemical War-

Swenson, Traffic Control; Cap. has. Taylor, in charge of Anti-Tank Guns; Capt. Russell Gray ill, in charge of Mortars; Capt William B. Smith, Liaison Officer; Lt. D. P. Wilson, in charge of Field Artiflery; Lt. Mark Alexander, Liaison Officer; Lt. O. W. Honey, Director of Bands; Lt. J. A. Hawk, in charge of Rifle Bayonet and extended order drill; Lt. Richard D. Melcher, assistant in harge of Rifle, Bayonet and drill, and Lt. Denver Wilson, in charge of nachine guns.

MOTORIZED -(Continued from Page 1)

nmanding officer of the "Rolling Fourth" Division, directed today's march from an observation plane, radioing orders.
"I am well pleased with the

march," Fredendall said. "We had very few mechanical casualtiesthree stopped gas lines in the west column. Maybe a few others which haven't yet been reported."

The Fourth is the Army's only omplete motorized division.

In 10 days or two weeks, a lieutenant said, this division could cross the country and be ready to fight in California.

SOLDIERS ...

Bring Your Watch Repairing To LEVY WATCH SHOP You'll Be Satisfied With Our Service and Prices

Phone 4-3830 805 Main Suits Cleaned, 35c; Batchelor Bundle, JUMP CLEANERS
IRENE, HILLMAN, Mgr.
CLEANING LAUNDBY
ALTERATIONS

Attention!

RIDE THE ..

ARKANSAS MOTOR COACHES TO HOT SPRINGS

> **EXCURSION** RATES

Round Trip Fare Little Rock to Hot Springs

THE KANSAS CITY STAR, WED ESDAY, FEBRUARY 17, 1937

# Missouri's Air Force Plays Great Role in the Flood Work

The 110th Observation Squadron, 35th Division Aviation of the National Guard, Directed Rescue Work, Summoned Aid and Is Credited With Saving Many

Thus it was that the 110th observaon squadron, 35th division aviation, Missouri national guard, directed the flood rescue work in the southeastern Missouri territory. These St. Louis pilots directed the rescue of more than 300 persons from the area, ac-cording to Adj. Gen. Louis Means of Missouri, and "sold" all the citizens of Southeast Missouri on the value of the airplanes. Missouri's air force was called into

Missouri's air force was called into the flood area Saturday morning, January 23. Shortly after midnight General Means called Maj. E. R. Alexander, commander of the 35th division aviation, and asked that two planes be dispatched to Sikeston for reconnaissance work. Lieut. K. R. Case and Staff Sergt. William Rainey started for Sikeston early that morning. An hour or so later Capt. E. H. Kaeppel took off with Liuet. C. E. Freeman as his observer. At 9 o'clock Freeman as his observer. At 9 o'clock another ship was standing by at 35th division aviation hangar, awaiting a

Case discovered upon arrival at Sikes-ton that lack of communication 'a-

corps area commander forwarded a copy of the request to Governor Lloyd Stark at Jefferson City. Governor Stark talked to General Means by telephone, after service had been by telephone, after service had been for persons in the area. Governor Stark then carried his protest to the general staff in Washington and no action was taken on the request. General Means had told the governor it spots. Only a part of the old levee a possible to dynamic the levee Monday.

Monday merning the airplanes were.



-By 110th Photo Section, 35th Division Aviation, Mo. N. G. Scenes Such as This-Metropolis, Ill., Almost Covered by the OVERFLOWING OHIO RIVER--DESCRIBE THE AREA IN WHICH MISSOURI'S AIR FORCE OPERATED DURING THE FLOOD. METROPOLIS, NEAR BIRD POINT AND NEW MADRID, WAS ABANDONED BEFORE THE WATERS MADE HABITATION IMPOSSIBLE.

squadron, and medical director of the St. Louis city hospital, were on the ward Lieutenant Higgs and Lieutenant Higgs and Lieutenant Sunday evening there was less radio interference and WavID was able.

Both airplanes then went searching.

Both airplanes then went searching the highway patrol cars without loss of time. The continued. "It saved the waste of many people."

Lieutenant Case had a different attempt to make Alberta the opinion. "Of course, the radio was not a strength of the highway patrol cars without loss of time." The continued and the proposed of the continued. "It saved the waste without loss of time." The continued are without loss of time. The continued as well as the highway patrol cars without loss of time. The continued as well as the waste without loss of time. The continued as well as the waste without loss of time. The continued as well as the waste waste without loss of time. The continued as well as the waste waste without loss of time. The continued are without loss of time. The continued are without loss of time waste of many people."

Lieutenant Case had a different at a steep to make a season of time. The continued are without loss of time. The loss of time are without loss of time. The continued are without loss of time. The continued

searching for signs of life. Several were on rooftops but most of them were in born lofts and on the seechd floors of 2-story residences. It was necessary to fly below the treetops to discover most of them. One pilot explained that in circling a barn he noticed the hay loft gate was open and thought he observed movement inside the building. He made the passes by the building and third saw a man lean fyel to do out. He was seated on a hay bale.

Governor Stark flew from Jefferson City to Sikeston Wednesday in a plane piloted by Capt. Ray Kutterer for an inspection of the area. He was flown over the area for more than two hours in order to get a first hand view of the situation.

Praise for Communications Work. There was much praise for the communications section which was established in the highway department building at Sikeston. A direct telephone line was run from the headquarters to the home of George Plattenburg, where the radio station transmitter was located. Two short wave receivers were lent to the patrol by Sikeston radio dealers. One was tuned to the frequency of the airplanes and the other to the frequency of W9VID. Because of interference, it was impossible many times for the airplane messages to be received by Plattenburg.

Captain Shepherd, commander of the Sikeston troop of the highway patrol, said the communications system as established by the 110th observation squadron was responsible for the fact that no lives were lost in the receive work. "It enabled us to give the exact location of these people to the boats, through the receivers in the highway patrol earns without loss of time, for economical carries of the people to the boats, through the receivers in the highway patrol earns without loss of time, for economic the received by lattenburg.

Captain Shepherd, commander of the Sikeston troop of the highway patrol earns without loss of time, for each of the sikeston troop of the highway patrol earns without loss of time, for economic the second was a summan bear of the sikeston troop of the s

KANSAS CITY'S DOMINANT STOR

p-marderer of Charles fattson, 16,
Tacoma, Wash, was removed to
Plumas County coroner's office
by at Quincy, forty miles from
roper J. F. Moody was awaiting
all fr. San Francisco of agents
by a distribution of the same of

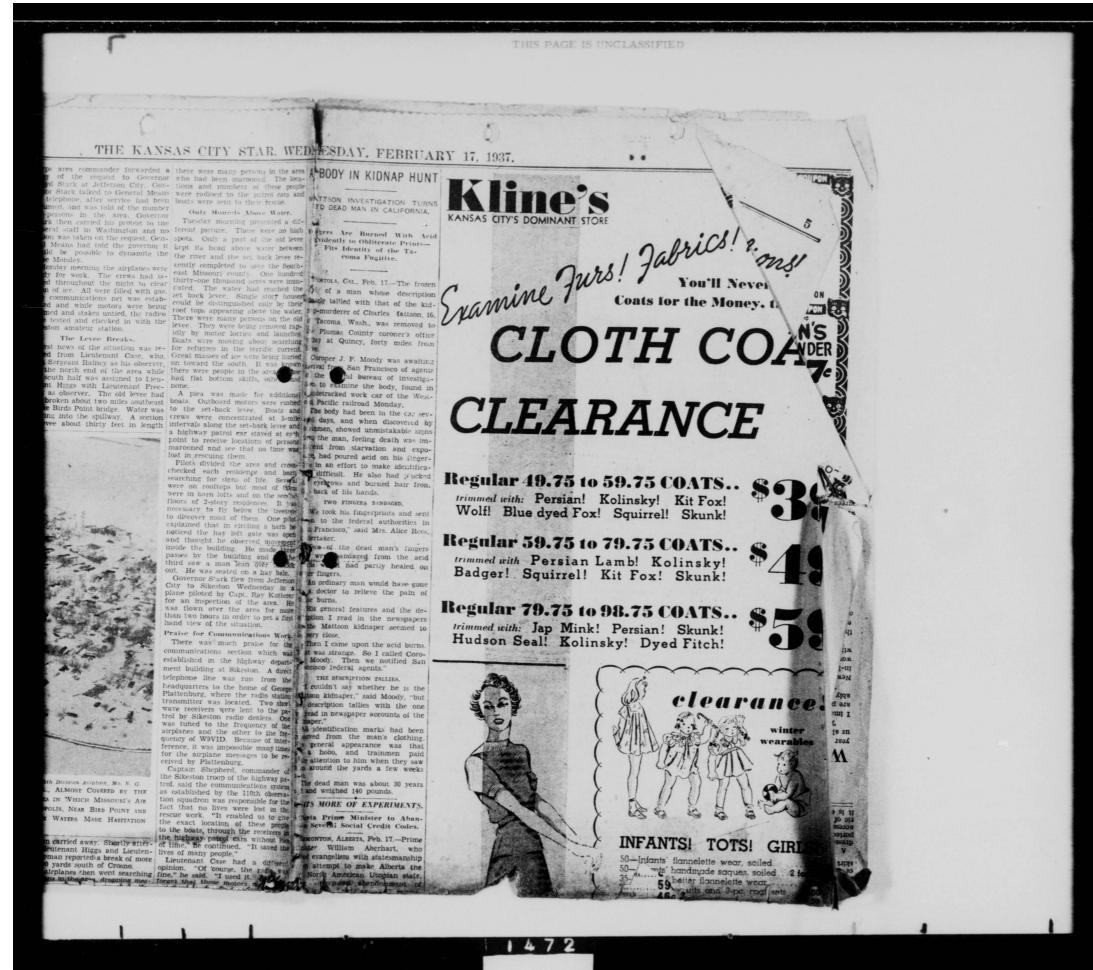
CLEAR

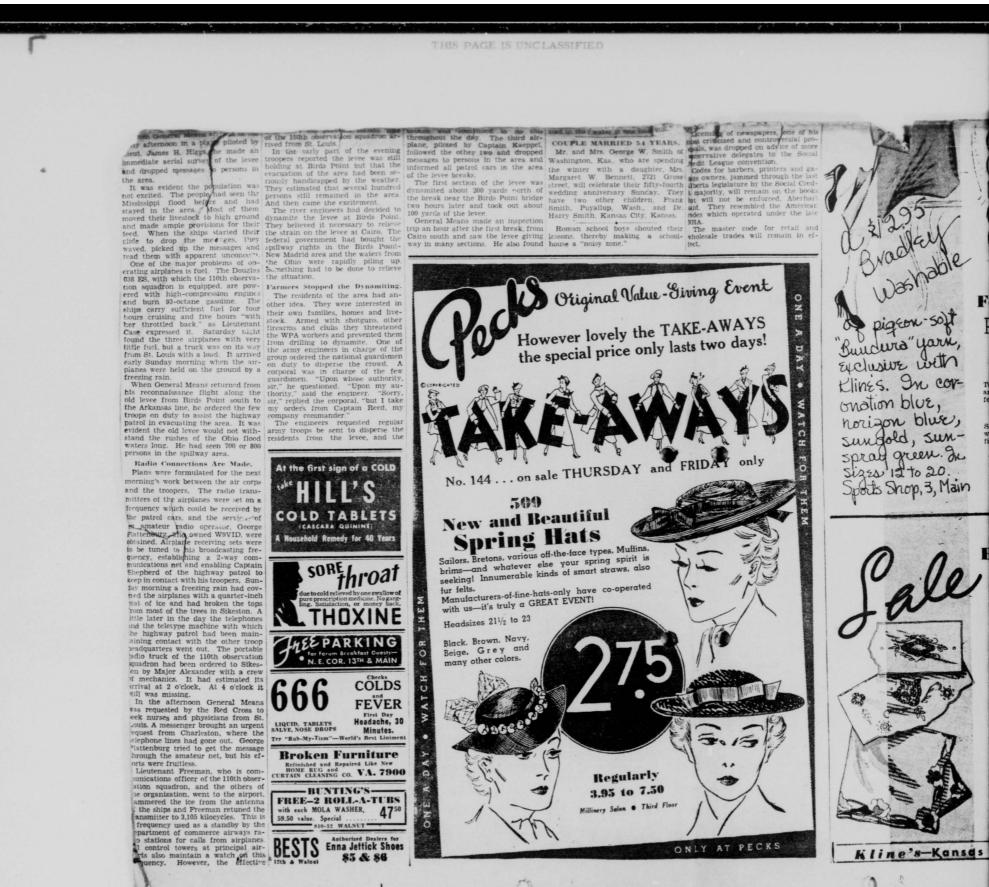
Regular 49.75 to trimmed with: Persian! Wolf! Blue dyed Fox

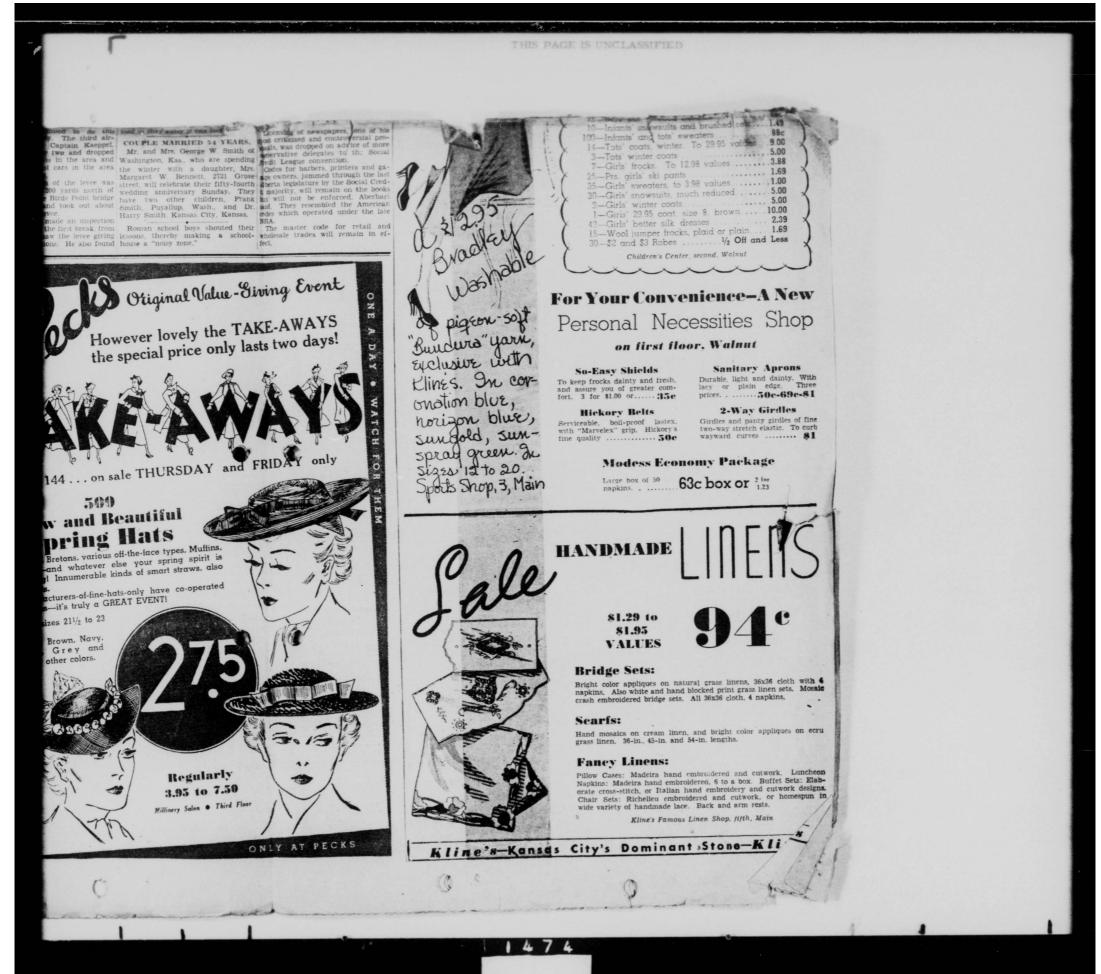
Regular 59.75 to trimmed with Persian Badger! Squirrel!

Regular 79.75 to trimmed with: Jap Mink Hudson Seal! Kolin









THIS PAGE IS UNCLASSIFIED

THE KANSAS CITY STAR, WEDNESDAY, FEBRUARY 17, 1937.

### HE WILOR WITH SUITS

SEASON'S FAVORITE ENSEM-BLE INVITES THEM.

Veils, Bird and Flowers Make Gay the Headdress Which Promises More Elaborate Hats for Summer.

Straw hats already have made a personal appearance. They are to be found with mink coats and furs of all sorts. Many of them are flattened out considerably, a condition milliners have gracefully achieved.

The peak crown, dunce cap, monkey

The peak crown, dunce cap, monkey hat or whatever you may have called it is not for all women, but neither is the pancake variety.

Agnes has been inspired, not by African headdresses as she was once, but by the Dutch bonnets worn by the Hollanders on the shores of the Zuyder Zee. The hats reveal that there are pleasant possibilities in these wide-at-the-side shapes.

Zuyder Zee. The hats reveal that there are pleasant possibilities in these wide-at-the-side shapes.

Every spring new sailors land on our heads. This year is running true to form, since there never was anything that more properly escorted a tallored suit. There are Breton, or roll brim spilors, several varieties of the Spanis sailor and ever so many other typ. At the moment the mass choice y etween a bonnet of some sort or or of another with pleasant all tives among the turban types a lats with brims at assorted

Trials, Whether in a Series of Accumulated Griefs or in One Devastating Blow, Can Be Faced and Overcome, Kathleen Norris Says.

Trials be back and hats again are in he themed category. Many has a single flower or all-critic of foliage hat is again ready for service. Also there are veils aghenty for those who like them, and irbbons galore, not got before the self-and the substance of the single that is again ready for service. Also like them, and irbbons galore, not got before the self-and the substance of the single that t

### FEATHERS AT ODD ANGLES.



This deep purple felt sports hat features long feathers angled

# Faith, Courage and Service states trimming extending several safe the hat itself. In other light trimmings are high style, the most amusing ideas is the has a single flower swaying one stem and mounted usually one stem Can Cure an Aching Heart

# Good Taste Imong Moderns

HAVE lived here only a year, but HAVE lived here only a year, but have been entertained by many of the townspeople. I really should give a party, and said as much to a friend the other day. She suggested that I save expenses and join her and another hostess, whom I know slightly, in giving a lunch and bridge at her house, which is a big one. This would mean that my name would be included also on the invitations going to people I know, and I wonder, in view the fact that I am a comparative freecomer in this town, whether some people might not think it a climbing thing for me to do.

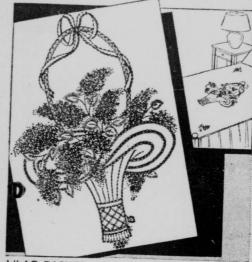
for me to do.

Answer: If the party were being given at your house it might then be assumed that you had asked the other two hostesses to share the hospitality with you, and this in turn might possibly create the impression you suggest. But since the party you described is being given at the house of an older resident it should be obvious to everyone that you were invited to join her and the other hostess, and that they showed you a great compliment in asking you.

Question: We are two hostesses.

Question: We are two hostesses eiving a party in a few days. The invitations have all been answered but three. As this is a bridge for which preliminary arrangements must be made, how far are we per made, how far are we per made to be in finding out somet from these three women?

LILACS SUGGEST SPRING.



LILAC BASKET

PATTERN 1395

Remember, months ago, you promised yourself a new bedspread? Begin it now, by embroidering graceful lilacs in lazy-daisy stitch and French knots, with a basket in running stitch. Floss in shades of a color would be most effective for the flowers. Extra sprays form corner, bolster or scarf motifs. Pattern No. 1395 contains a transfer pattern of a basket  $16^{\pm_1}$  by  $23^{\pm_1}$  inches and two reverse 3 by  $4^{\pm_1}$ -inch corners; color chart; material requirements; illustrations of stitches used

Give pattern number and allow ten days for delivery. Patterns by mail only. Send 16 cents in coin for the pattern to The Kansas City Needlecraft department, Kansas City, Mo.



1475





Yesterday afternoon our national Democratic committeewoman from New York state, Mrs. William H. Good, brought her daughter and son-in-law in to tea. She was a little surprised when she was asked if she would introduce her nine other boys. She protested she had only one with her-her son-in-law.

The usher then came up to inquire of me who was responsible for the nine boys who had arrived for tea. I cleared up the mystery by explaining that the nine boys were acting in "Dead End," and because of my interest in the play had come to call and have tea with me.

I arranged to see them all in the old cabinet room in which the treaty of peace with Spain was signed, thinking that every scrap of interest should be packed into their visit. I took them around and told them the various Lincoln traditions and then sent them downstairs to be shown the first floor

In the evening we all attended the dinner given in honor of Jim Farley. Of course every national chairman of a political party must be prepared to have a great many disagreeable things said about him. not only by the opposition, but by disgruntled members of his own party Therefore, it must have been rather pleasant to sit and listen to tribute:

Therefore, it must have been rather pleasant to sit and listen to tribute, which solvetidently came from the heart, and not to have a single discretation of the state of the when songs are sung really beautifully. I am never tempted to spoil what the artist is giving me, and I enjoyed both these national anthems as sung last night.

I saw many familiar faces and I am sure if I had had an op tunity I would have met a great many old friends. However, I sat at a table conveniently near the important gentlemen of the evening and when the dinner was over my son beckoned me and then stepped hur-

"You have to come quickly because father is going straight out!" So the proverbial last words that ladies are supposed to say were said only to my hostess, Mrs. Lawrence Robert, and the other guests at the table, and I dashed up the steps and into my coat.

The secrets of this obedience on my part lay in the fact that I had

kept the procession waiting before dinner, and that is something one must not do. The President should never wait for anyone and everyone looks at you with a horrified expression when you are guilty of this breach of etiquette.

(Copyright, 1937.)

### SCOTTISH FANCIES.

Add sugar gradually to beaten egg. en add the rest of the ingredients. on a greased, floured cooky and bake in a hot oven 5 minoven 15 minutes more.

# EASE PAIN OF Lumbago

doesn't speak all evening, or hear me if I speak. Sometimes we turn on the to break my heart, and fare funny with blones, in ade to tuck into the back, while little pocket flaps it coat points extend over the in front.

A growing fashion among well dressed women, which has been reported since early last fall, is for the accessory ensemble made of the fabric of the costume, particularly when it is a case of tweeds.

MY DAY.

By Eleanor Roosevelt.

W ASHINGTON, Fel. 16.—My hope spring was with us is rudely shattered today. I should have known it. I hardly remember a year when we have started for Cornell without having a storm with us all the way, or at least at the start or finish of the trip.

The snow is falling steadily and it looks like a nice young blizzard. I imagine as we get farther north it will look more and more so. We are planning to get only as far as Harrisburg, Pa., tonight, which probably is fortunate.

find it.

And who knows, perhaps someday another baby of your own will come along? Or if not, into your hands some motherless scrap may drift, to fill your hearts again? It has happened that way; faith and courage and service can cure sorrow again as they have cured sorrow in so many aching human hearts.

### (Copyright, 1937.)

More and more braid trimming details appear on better dresses this spring—soutache glittering gold and silver braids often outlined at the edges with red or green and other braid touches which give the "custom made" look to frocks. Searfs to pick up similar treatments braided gilets for the fronts of suits braid, trimmings on gloves and handbags are all suitable interpretations of this fash. suitable interpretations of this fash-

Beautify Your Skin with Mercolized Wax



HEW BLONDEX SHAMPOO

Beginning This Week the Harrow-Taylor Butter Co.

To the Writer of the Winning 20-Word Slogan



Your Choice of Either a "COCKER SPANIEL" "SCOTTIE"

Pedigreed Pup Ask Your Grocer

give you free details and contest nk. Start today and be one of the st to win one of these cute pups.

the finest vegetable products obtainable. Delicious in flavor—Smooth in Texture. Economical to use. RICHMADE appeals to all the family Enter this contest today. It's fun and open to all, except employee of the Harrow-Taylor Butter Co.

TO THE GROCER—Help your customers win—when they win, you win, too. Call Victor 5240 for additional contest blanks.

The Harrow-Taylor Butter Co., 612-14 Broadway



**NEW SUDS REVOLUTIONIZES** 

Dreft Called Greatest Suds Discovery In 2000 Years

A NEW suds discovery : . . that makes fine labrics young again . . before yet were yees. Silk prints you thought ST get shades brighter. Woolens get softer, fulfier. Silk stockings lose their "cottony" look . . regain their former richness. Women just couldn't believe it—until they tried it. When they did, they were enthusiastic . . . ready to tell how amazingly different Dreft was . . . under oath.

Listen to Mrs. McCambridge's testimony: "I have two habies and I had a lot of little jerseys that had been washed several times in

Legs Look Slimme Ankles Neater tockings that have tottony looking" and

"Some of them were a bright blue and I thoughtes had got faded. But the Dreft suds as ally made them bright and new-looking ag —washed their faded look right away."

Signed: Mrs. C. P. McCambrid 6507 No. Irving Are., Chica

John A. Stumpf, Notary Pub Dreft has all the advantages and not one the disadvantages of soap and soap flake When you first use it, compare.

When you first use it, compare.

Dreft makes suds as easily in hard as soft water. It never forms soap scum, th unpleasant "ring around the washbasin It's the only washing suds that does contain alkali...so anything safe in wat is safe in Dreft. It completely dissolv almost instantly in cold water ...leav no soap particles to catch in your garment. Try Dreft. You do so under a double-you money-back guarantee. Get the large, et nomical package from your dealer toda Procter & Gamble, Cincinnati, Ohio.

THE NEW SUDS F



CEF/CW/dA Salinas Army a Salinas, Califor 9 February 1942. 3147 The State Historical Society of Missouri, Office of the Secretary, Columbia, Missouri. Attention: Mr. Floyd C. Shoemaker. We are shipping to you by fourth class mail a package of photographic negative films and plates which I trust will be useful to the Society. Complete identification of all this material cannot be furnished by the officers and men now in the Squadron. Some identification might be obtainable from the Adjutant General's Office, Jefferson City or from former officers of the squadron. May we request that this material be kept as a unit so that in the event this Squadron returns to its home base it may have access to same? CLEON B. FREEMAN, Captain, Air Corps, Commanding.

File

THE PART IS STORMAR IN

pend sta

O-ERATIONS

110TH OBSERVATION SQUADRON, AIR CORPS

71st Observation Group
Salinas Army Air Base,
Salinas, California

51 January 1942

Subject: Organizational Bistory.

To: The Commanding Officer, 110th Oben. Sq.

- 1. Nemorandum No. 125-1, Headquarters, Air Force Combat Comman. dated 18 November 1941, states that organizational histories will be maintained as outlined in AR 365-105.
- 2. In this connection, wish to report that the history of this organization from tate of organization (1923) to 1938 is complete, and is covered in "History of Missouri National Guard". It is recommended that a copy of this history be purchased for official squadron records and that it be labeled Volume I.
- 3. It is further recommended that the present and past historians be instructed to bring up to date and continue the history in another book to be known as Volume II. The history from 1938 to date is not complete, in that there is no running account other than a photo scrap book on the Chattanooga Maneuvers, and possibly a few other notes. Lt. Covington, the present historian is starting a history as of our movement to this station.
- 4. It is believed that this squadron's history during wartime is of the utmost importance.

EDWARD J. BURKHARDT Captain, Air Corps Operations Officer

WAR DEFARTIENT

BUREAU OF PUBLIC RELATIONS

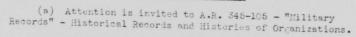
WASHINGTON, D. C.

January 9, 1942

1.

LIAISON BULLLTEN No. 40.

Material for Organization Histories



- (b) After the last war, there appeared many histories of Divisions, Regiments and separate organizations. Some were merely the facts which could be obtained from the Adjutant General's Office, after the war. Others were excellent in detail and illustration because of the care taken to collect and preserve Records Orders Citations Photographs and other data useful in compiling a history.
- (c) Histories are excellent mediums for the "Espirit de Corps" of any organization. Those with histories would do well to pass on the traditions of their units to new members.
- (d) It is suggested that a permanent "History File" of your organization be started now. If an old long established unit, and there is a history already in existence make certain it is part of the file. Add to this the record of events of the training and maneuver periods of the present emergency. If a newly activated unit, collect data from inception and carry on from there A.R. 345-105- provides an excellent guide to follow.

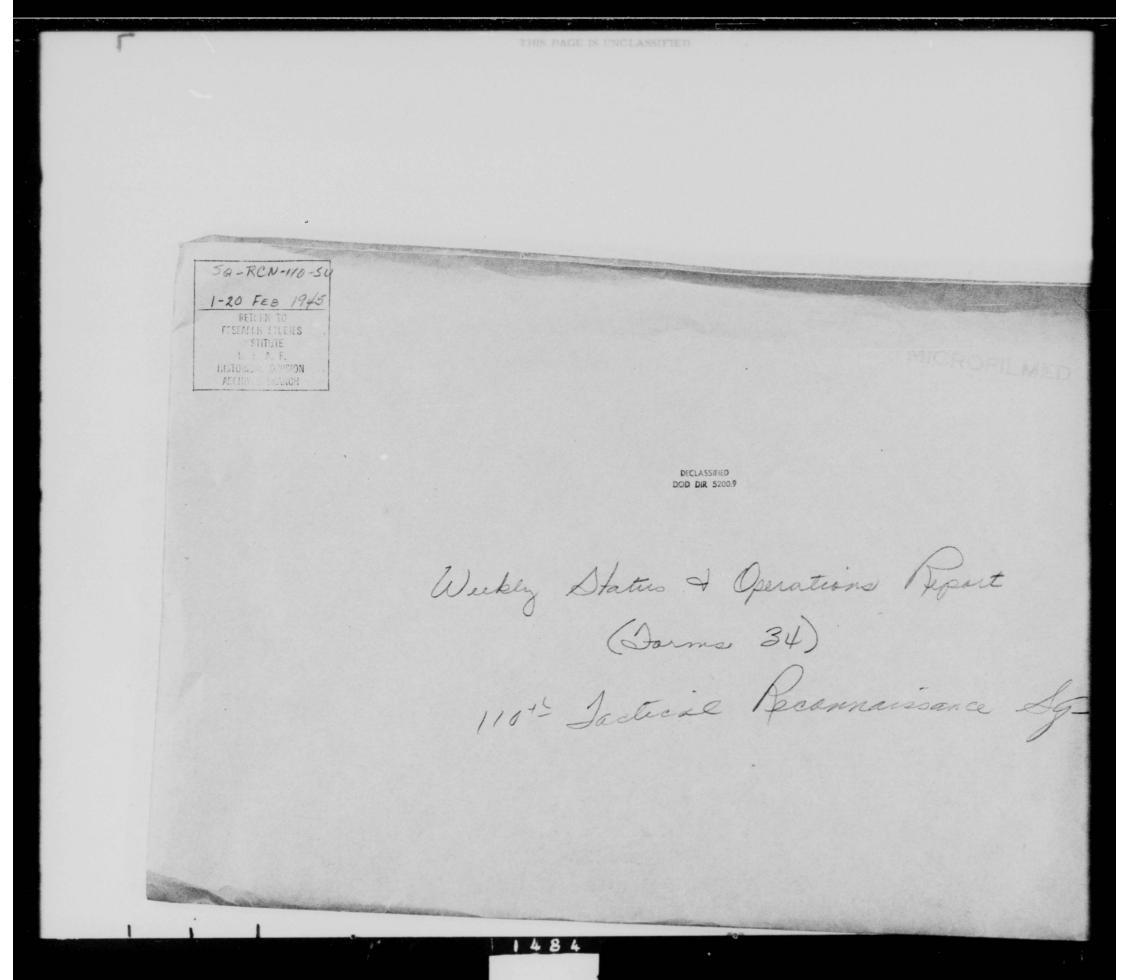
### A Test for Releases

(a) A well-known publicity director has a placque on his wall with the following creed:

AN EDITOR'S TEST FOR PUBLICITY

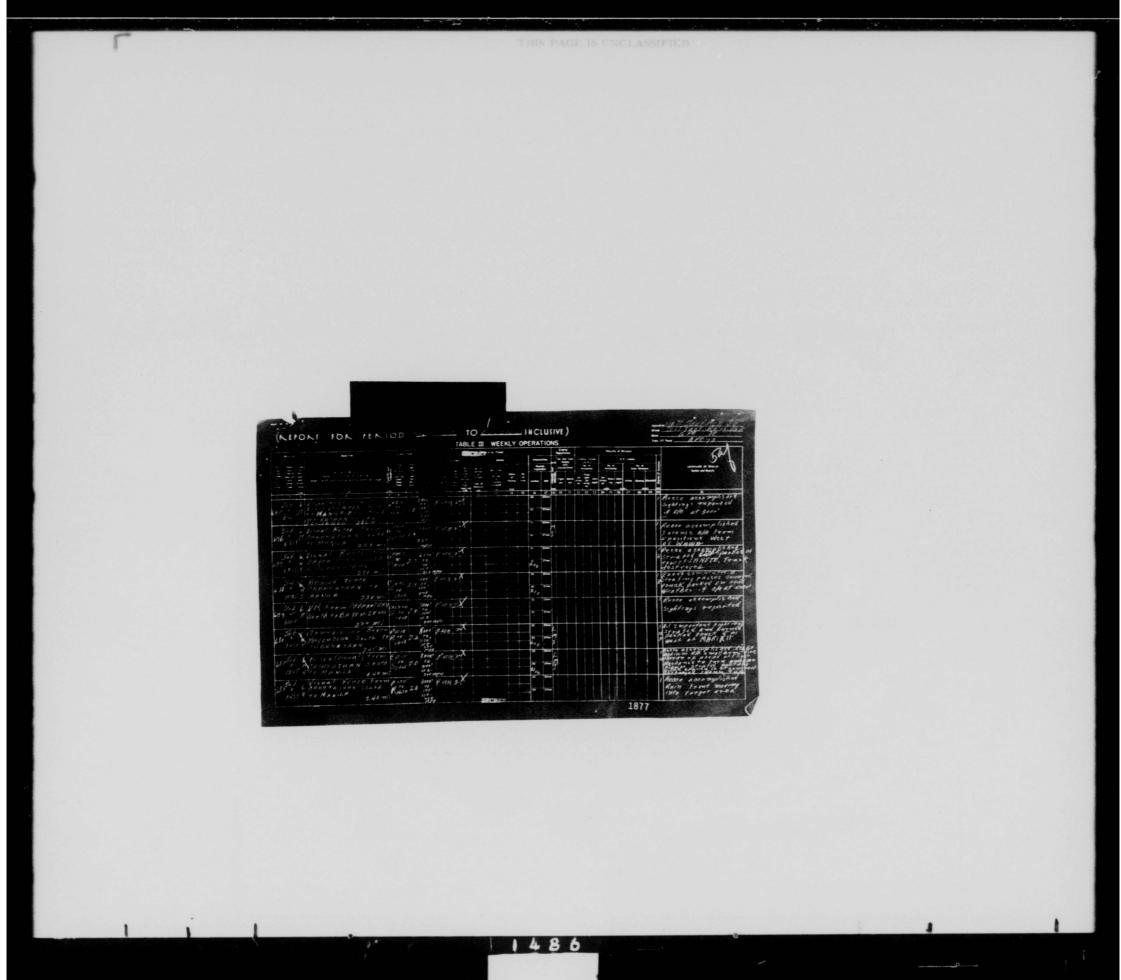
- 1. Is the item news?
- 2. Does it contain the same factual material that we might have obtained had we sent our own reporter?
- 3. Do we believe it to be as truthful and as accurate as it would be if our own reporter obtained the story direct from the principal?

Planning and Liaison Branch Bureau of Public Relations

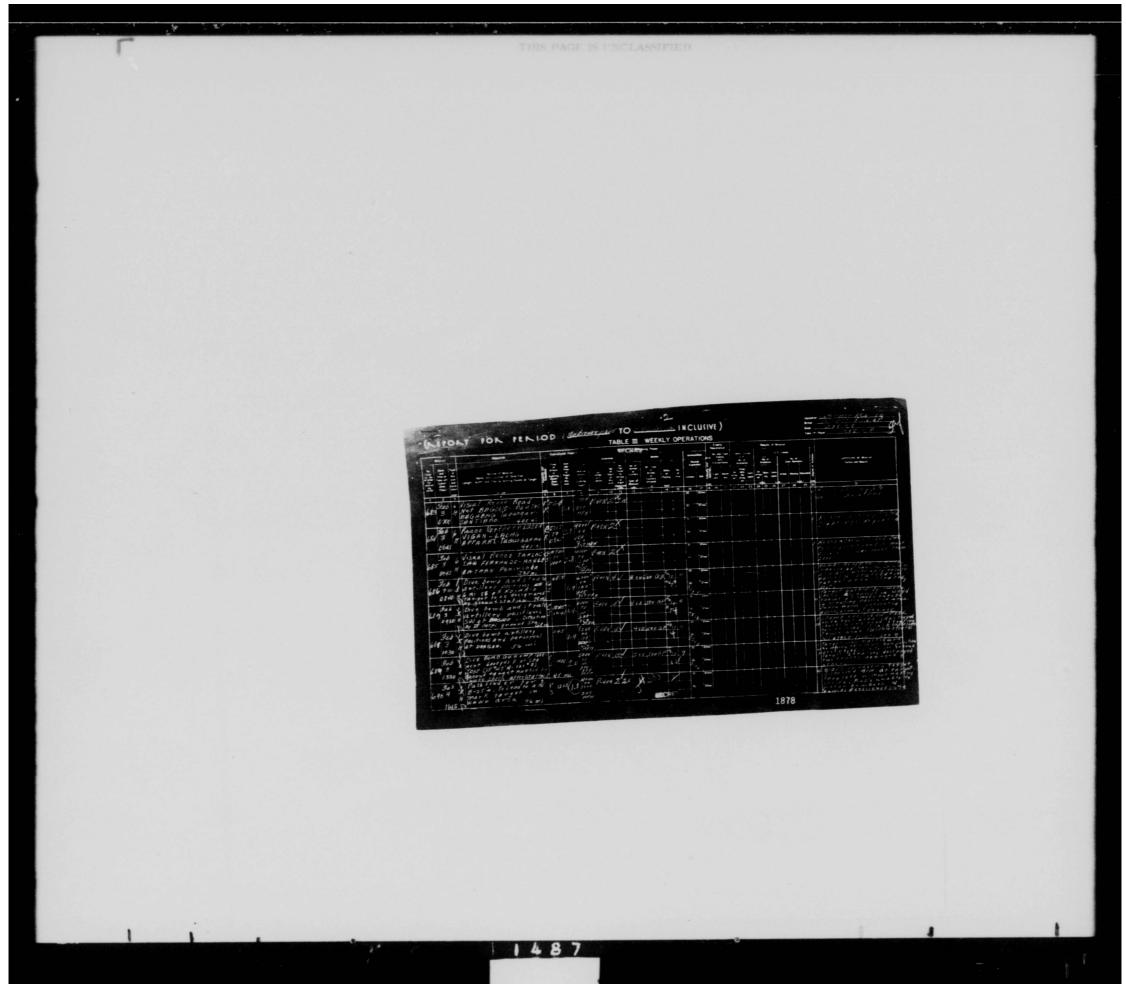




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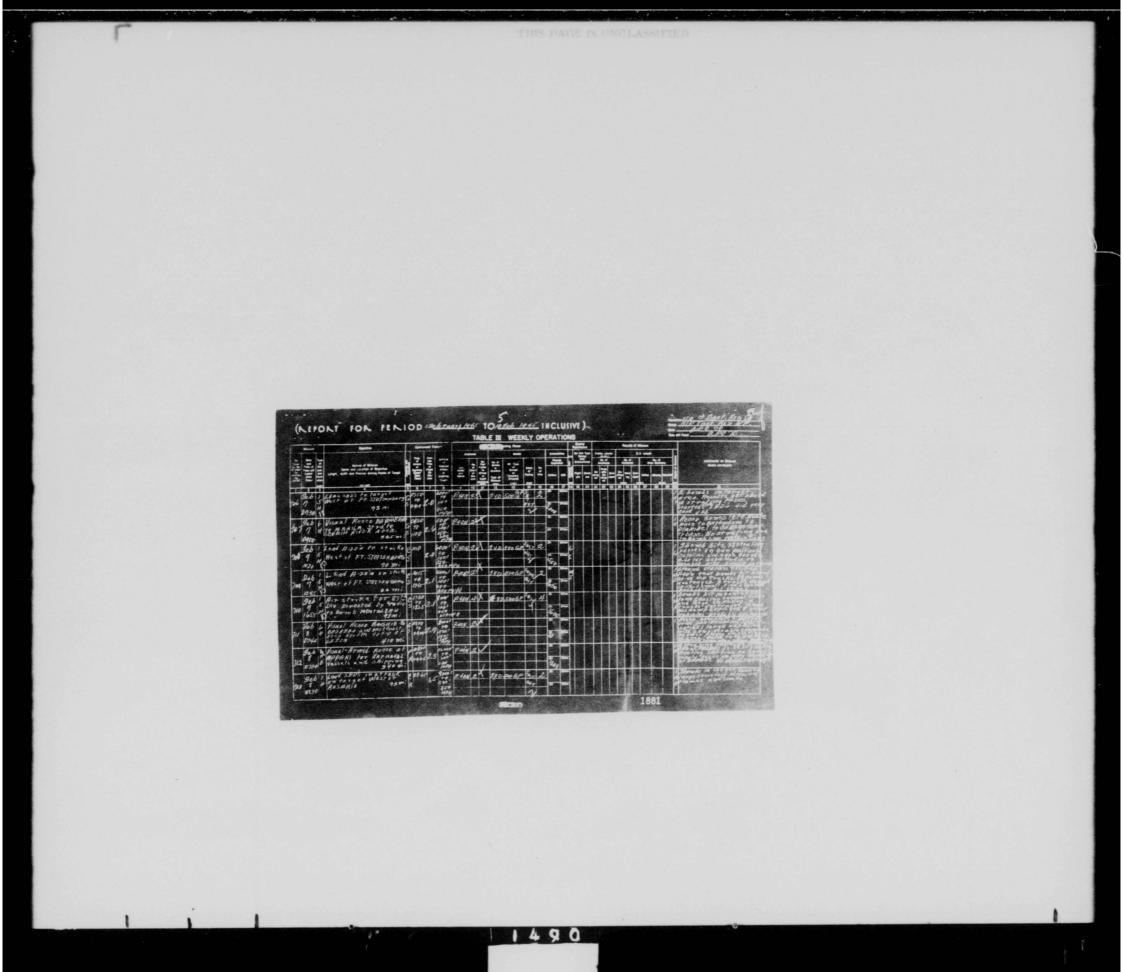
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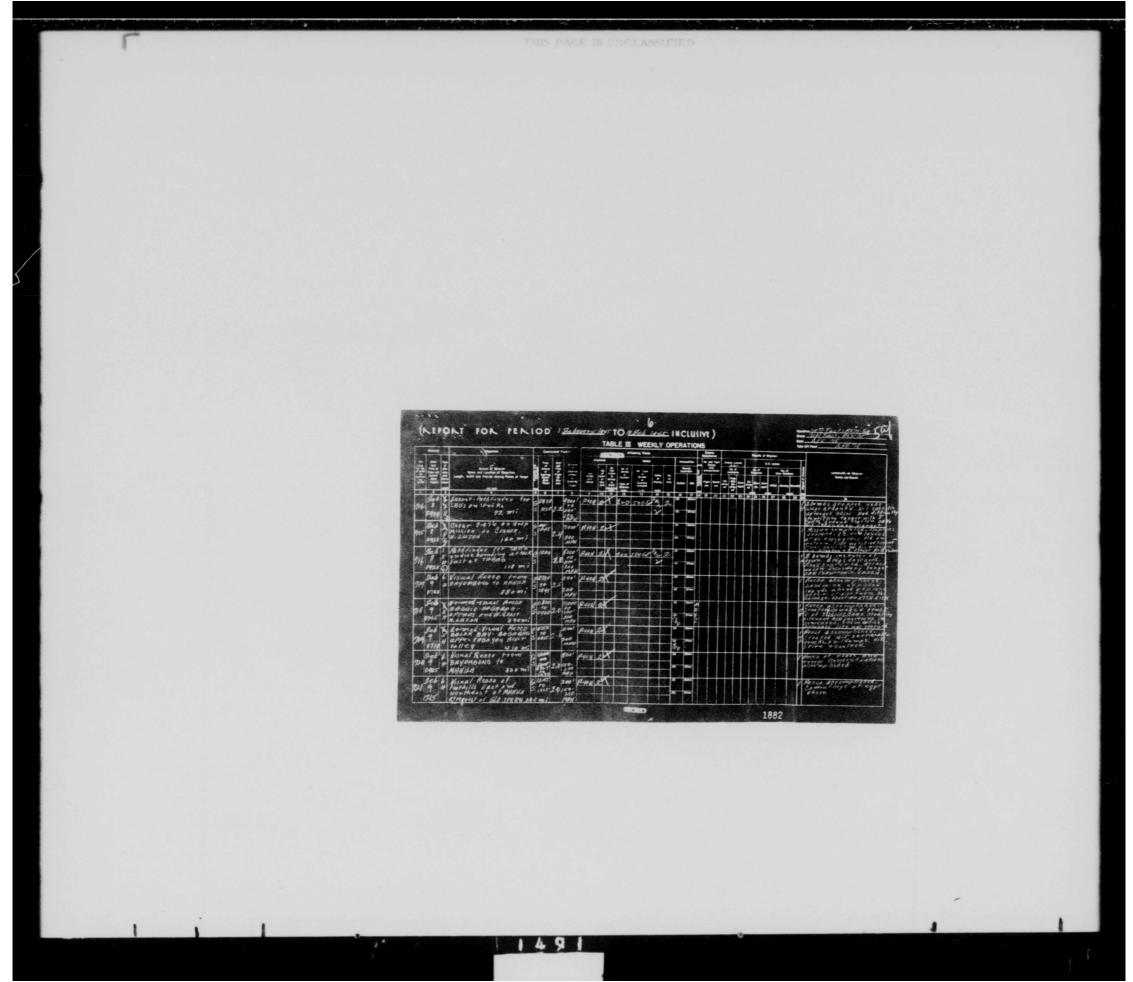


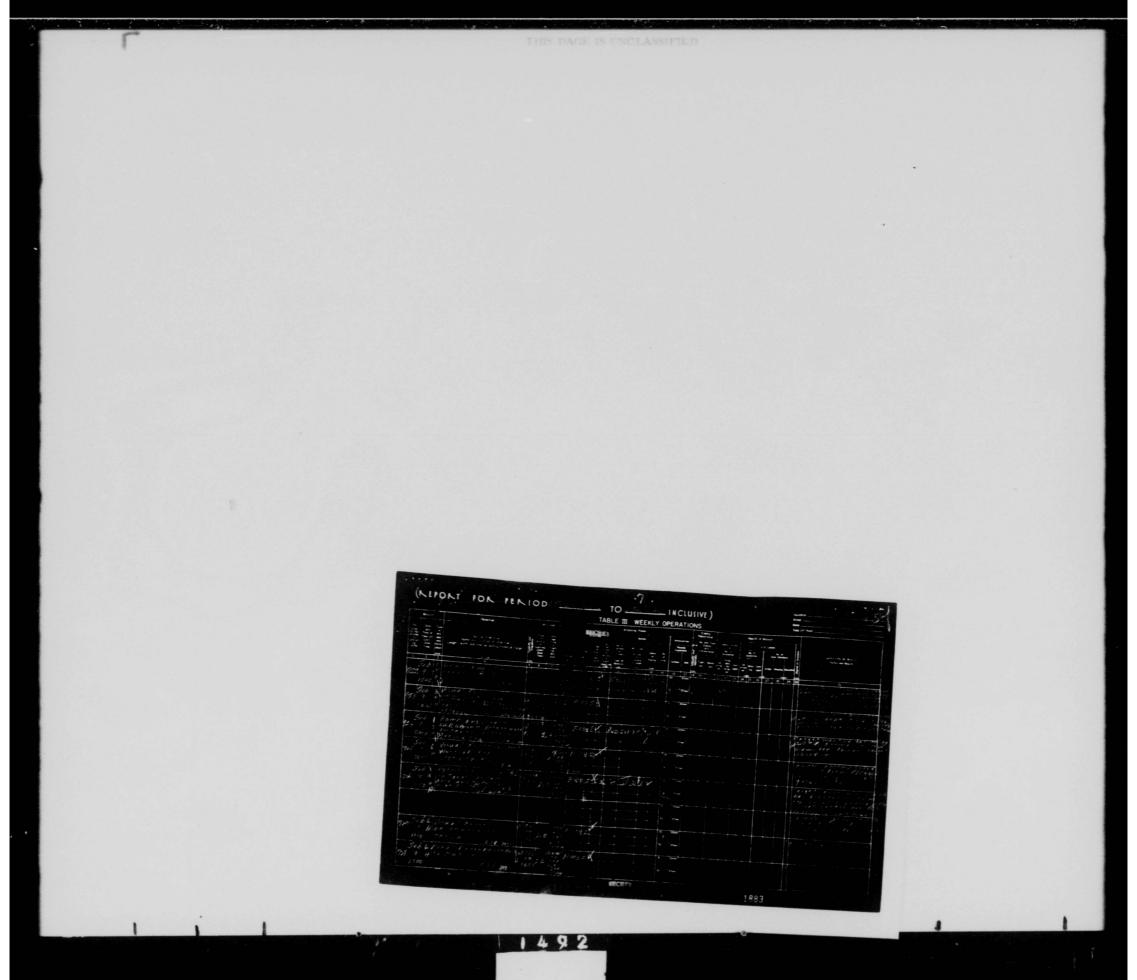
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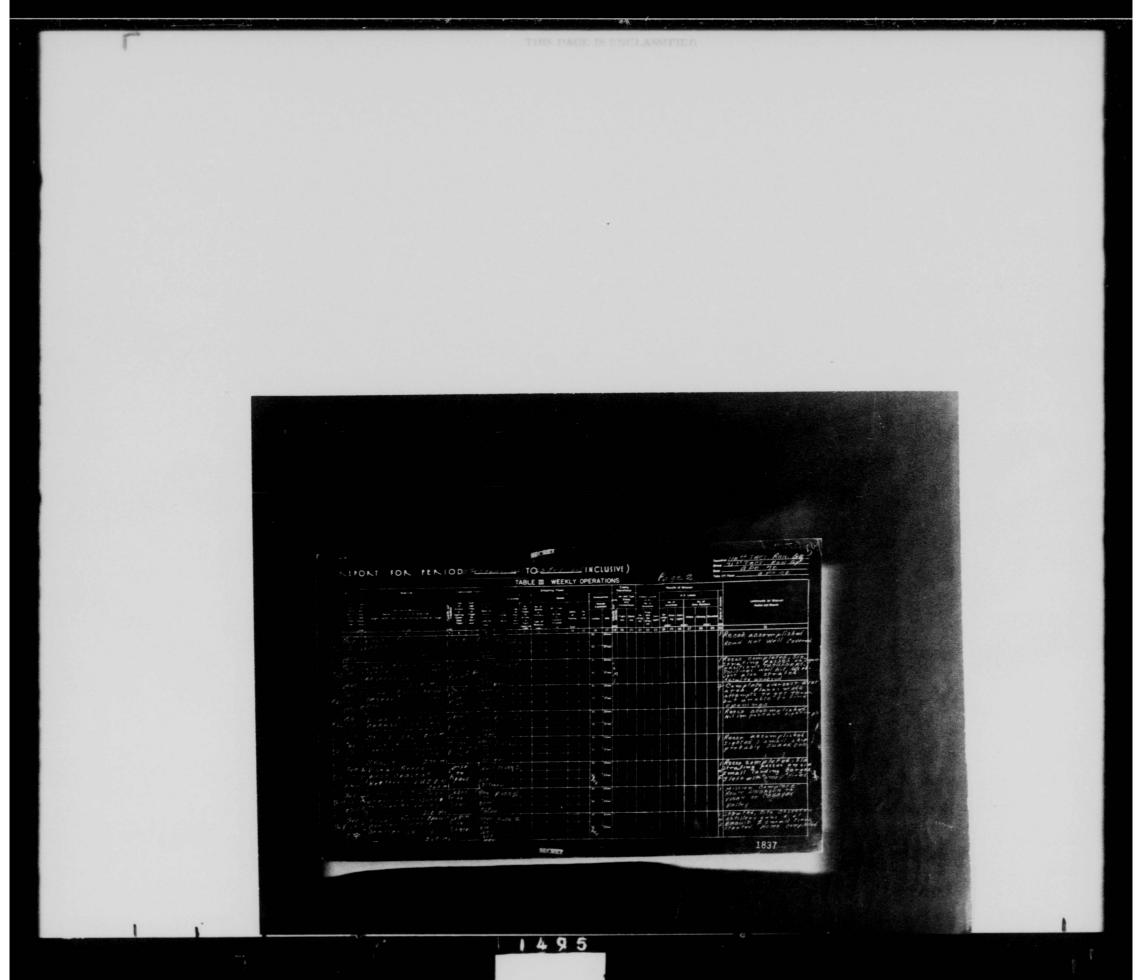
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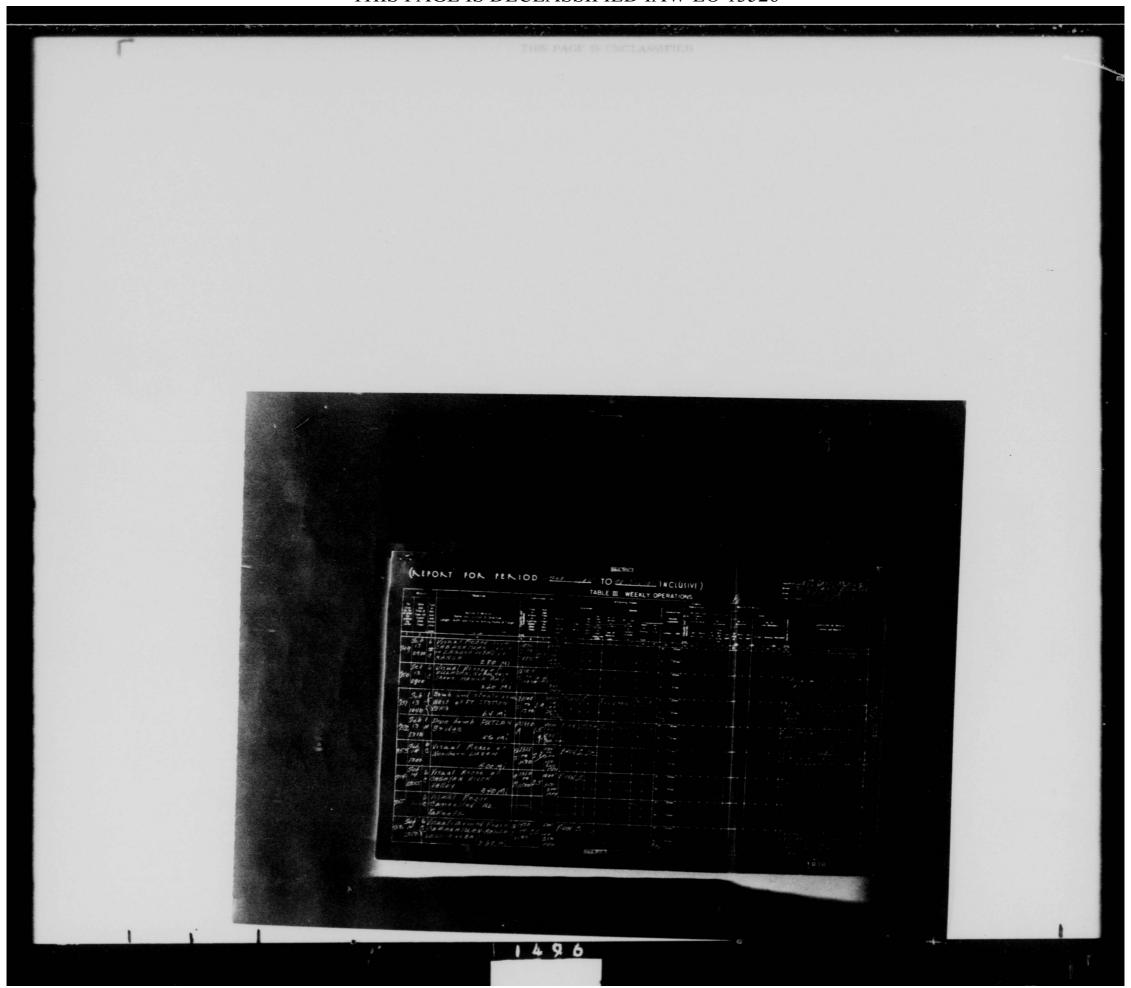
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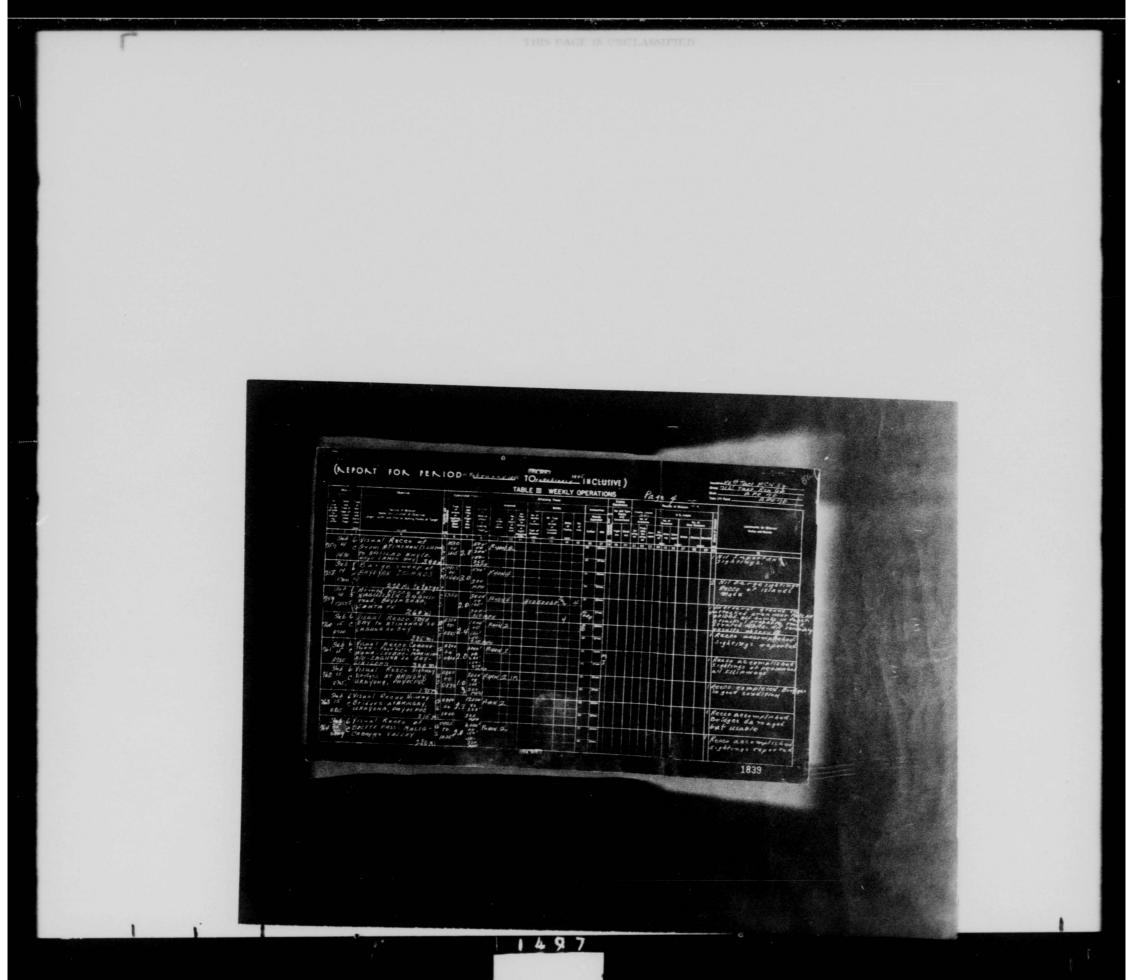
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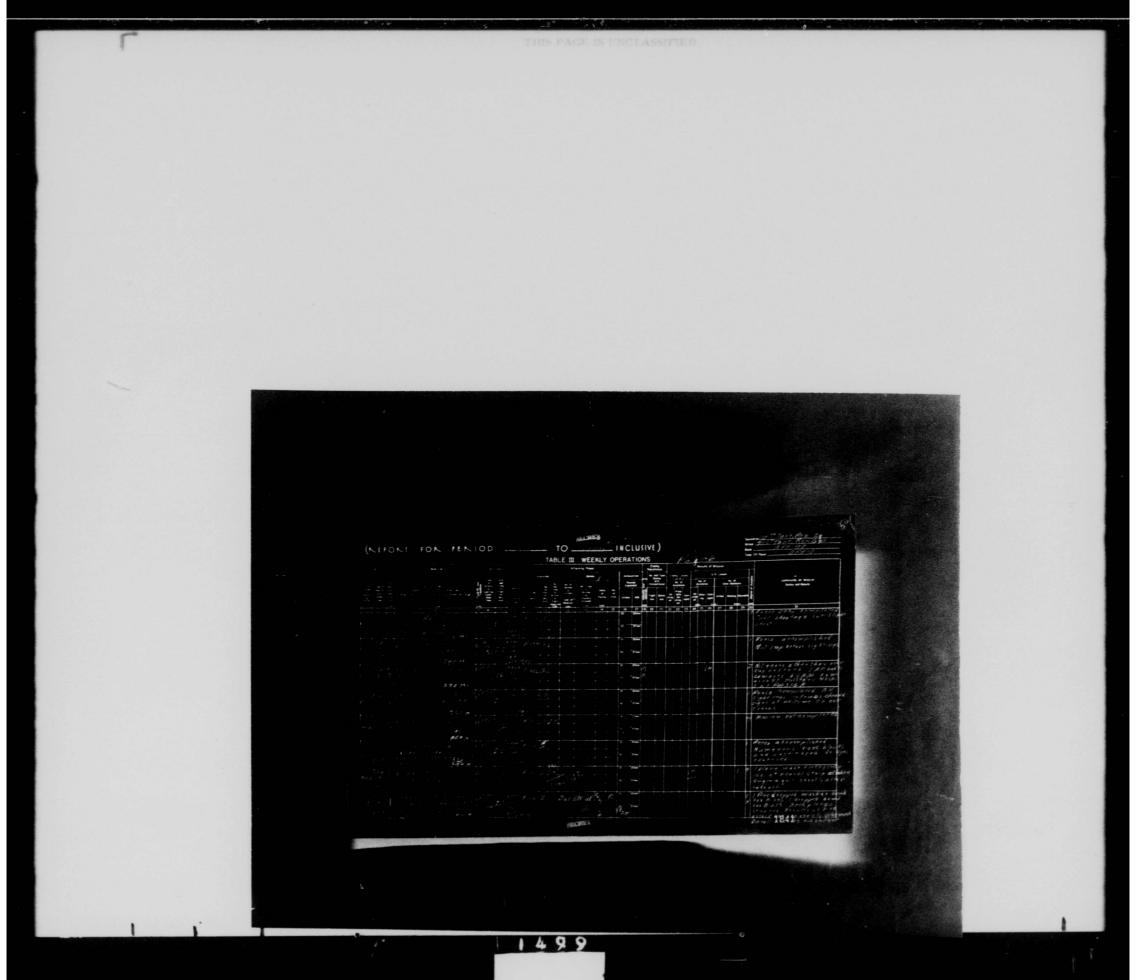
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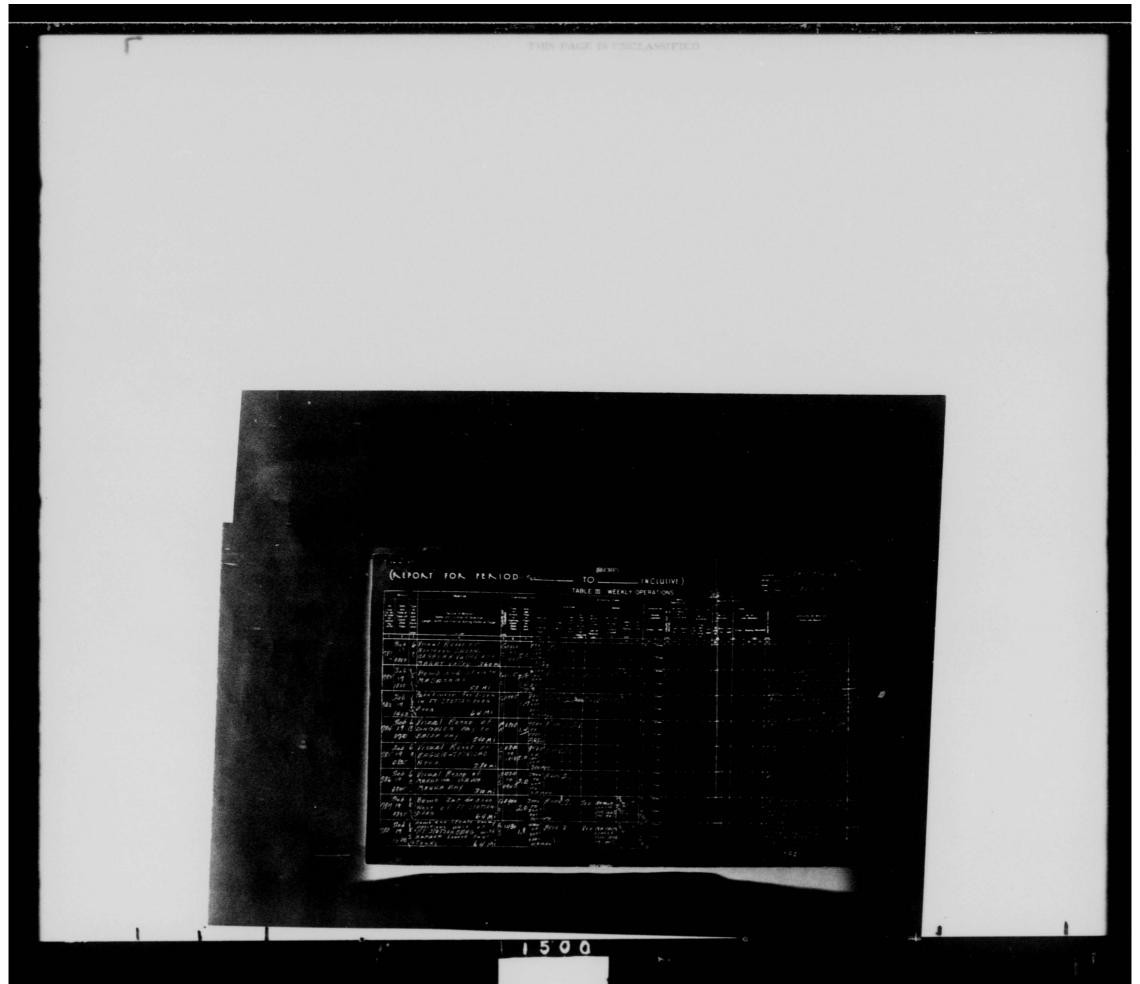
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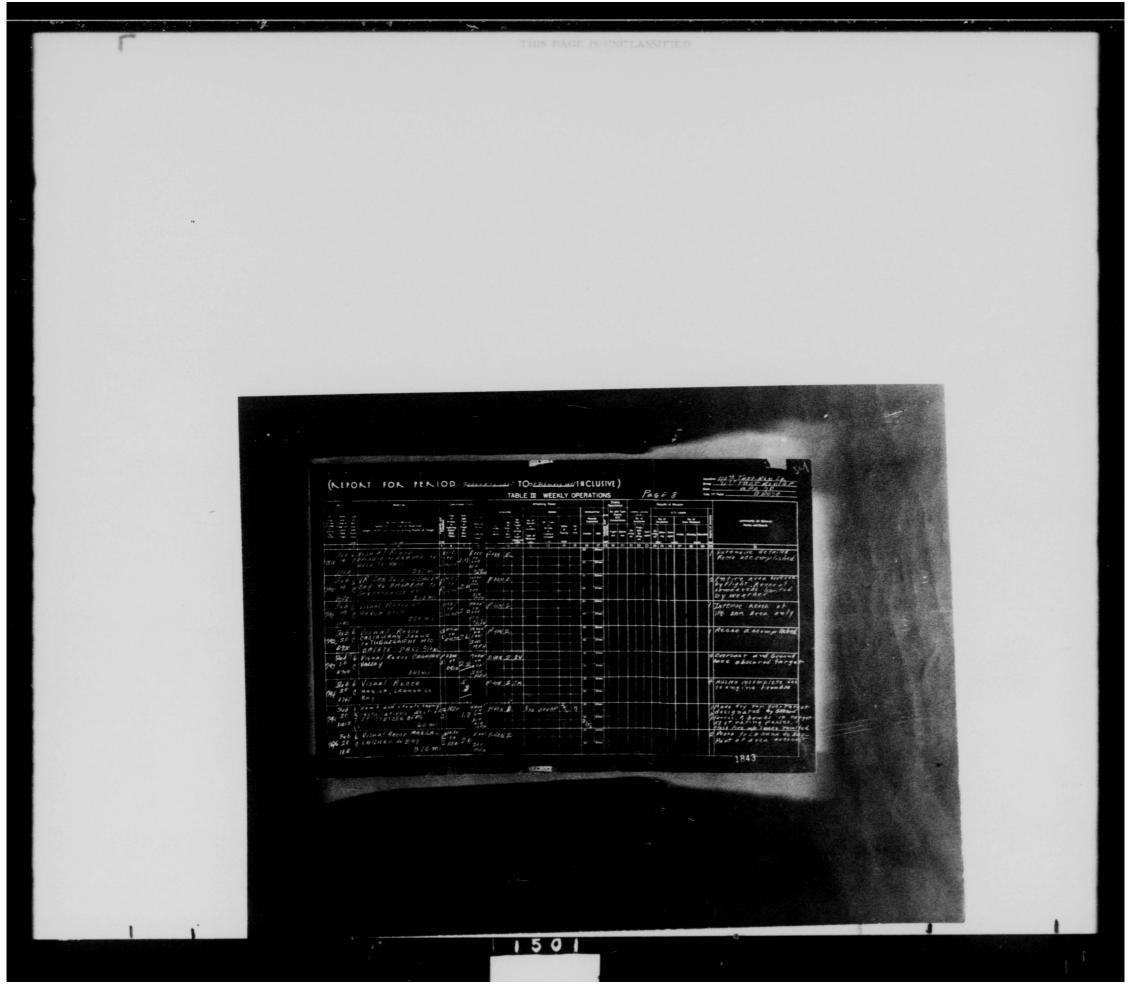
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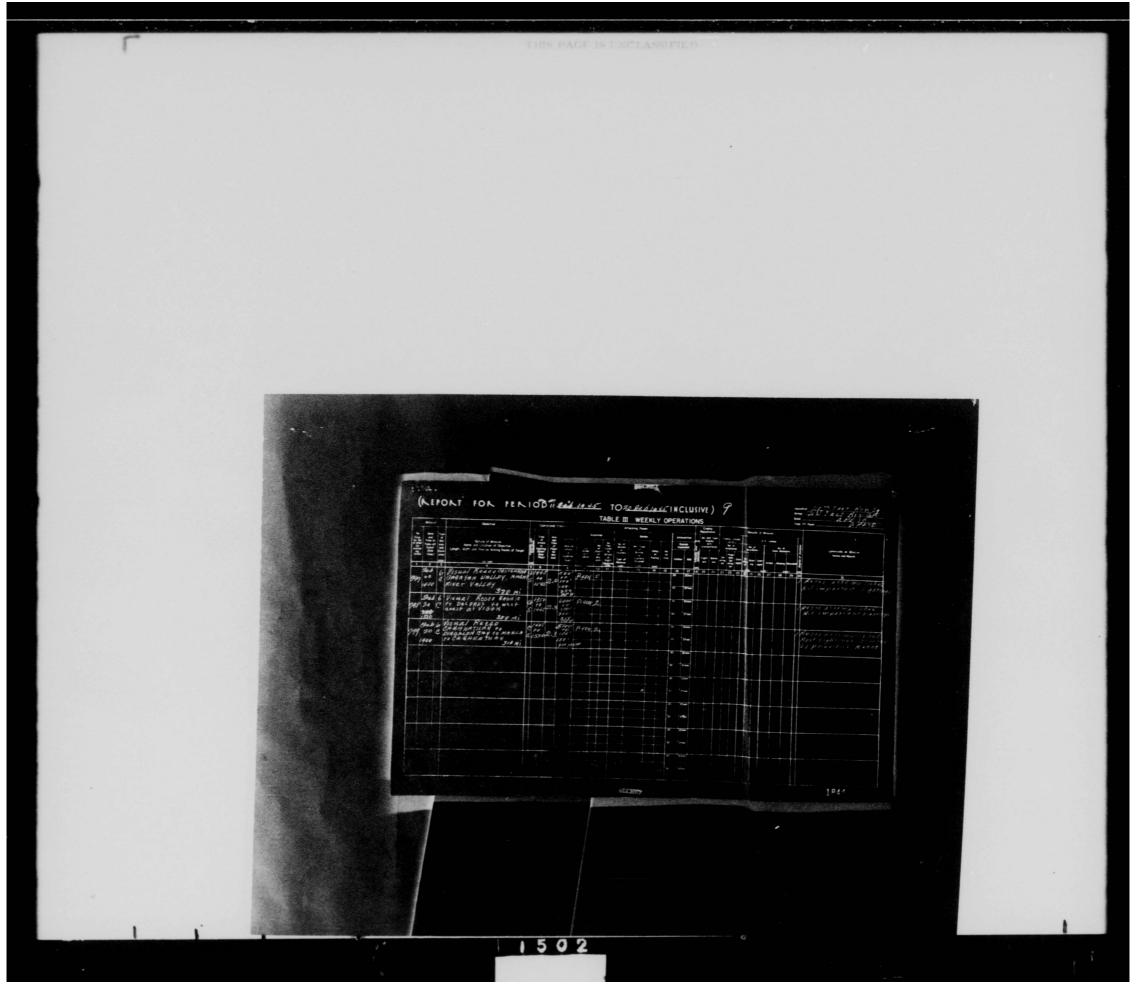
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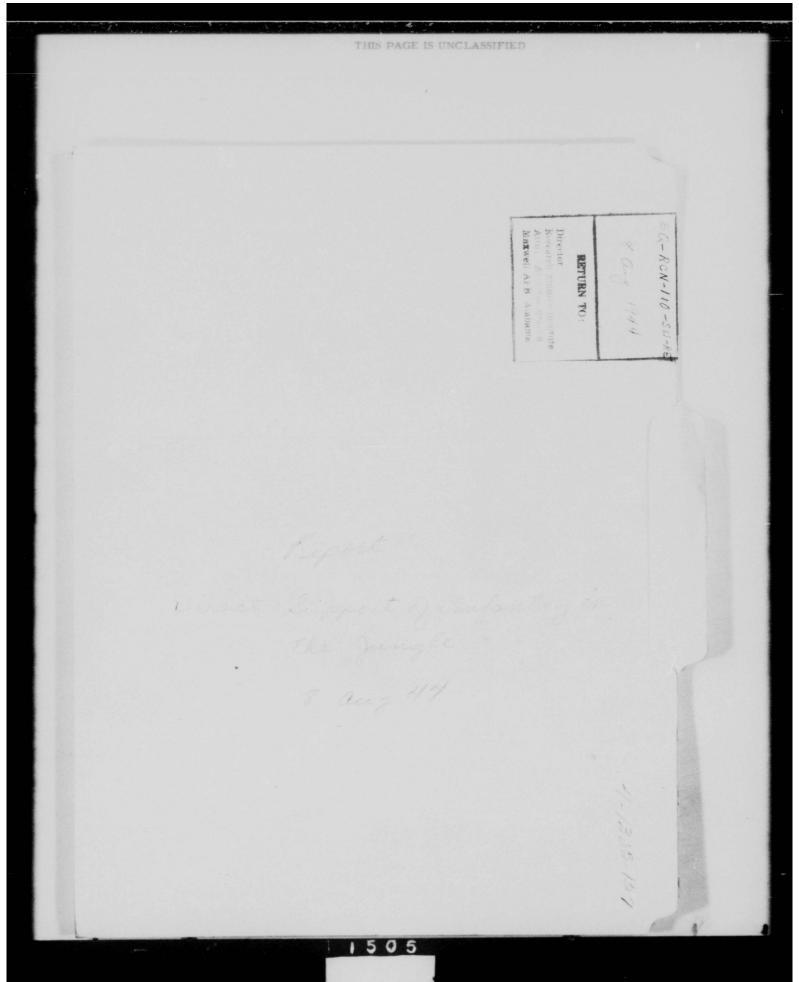
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THIS PAGE IS UNCLASSIFIED 110TH RECONNALSSANCE SQUADRON (F)
71st Recommaissance Group, AAF APO 705 9 August 1944 SUBJECT: "Direct Support of Infantry in the Jungle". : Commanding Officer, Headquarters, 71st Ren Gp., AAF APO 713, Unit 1. TO 1. "Direct Support of Infantry in the Jungle" has been rearranged and is resubmitted herewith for appropriate action. For the Commanding Officer: PAUL W. BRINEY, Captain, Air Corps, Intelligence Officer. 1 Incl: "Direct Support of Infantry in the Jungle" (tripl) (8) 1st Ind. MEAD (UMETICS, 71st Deconneissance Group, AAP, APO 920, % Fostmester, San Francisco, California, 1 September 1944. TO: Commanding General, Army Air Force School of Applied Tactics, Orlando, Florida. ATTENTION: Reconneissance Section. For your information. Capt., Air Corps, Adjutent. 1 Inel: n/c.

110TH RECONNAISSANCE SQUADRON (F)
71st Recommaissance Group, AAF
APO 705

9 August 1944

SUBJECT: "Direct Support of Infantry in the Jungle".

70 : Commanding Officer, Headquarters, 71st Ron Gp., AAF APO 713, Unit 1.

1. "Direct Support of Infantry in the Jumgle" has been rearranged and is resubmitted herewith for appropriate action.

For the Commanding Officer:

PAUL W. BRINEY, Captain, Air Corps, Intelligence Officer.

1 Incl: "Direct Support of Infantry in the Jungle" ( tripl)

1st Ind.

(c)

HEADQUARTERS, 71st Reconnaissance Group, AAF, APO 920, % Postmaster, San Francisco, California, 1 September 1944.

TO: Commanding General, Army Air Force School of Applied Tactics, Orlando, Florida.
ATTENTION: Recommaissance Section.

For your information.

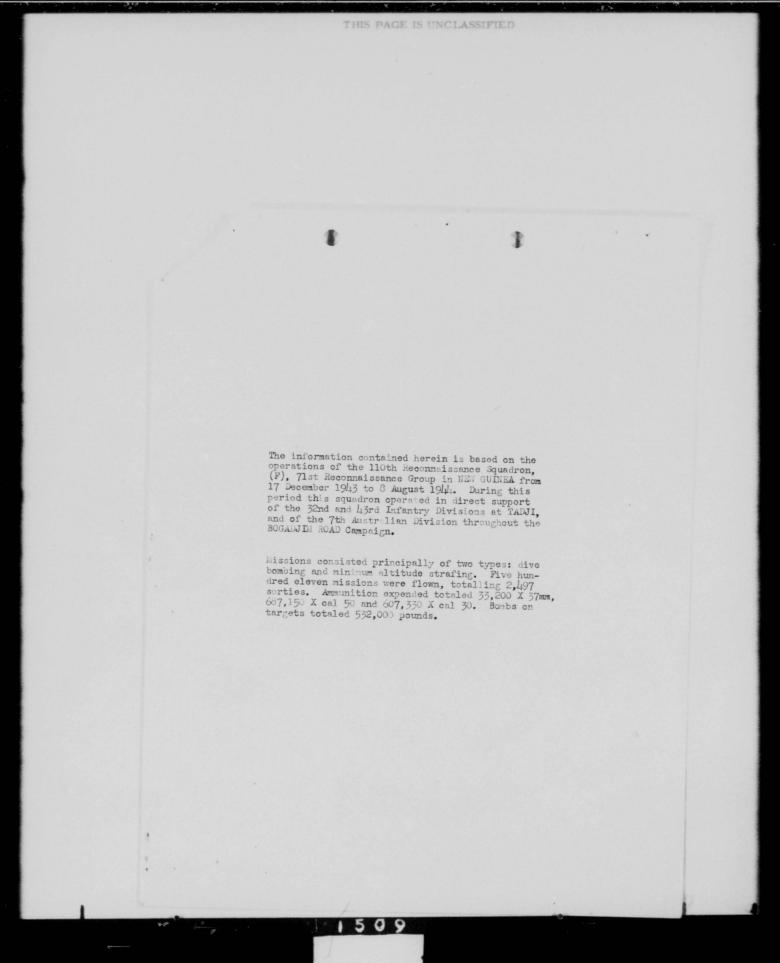
For the Commanding Officer:

JAMES M. WHITE, Cept., Air Corps, Adjutent.

1 Incl: n/c.

1507

THIS PAGE IS UNCLASSIFIED DIRECT AIR SUPPORT OF INFANTRY IN THE JUNGLE BY
PAUL W. BRINEY,
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110th Reconnaissance Squadron(F)
71st Reconnaissance Group, AAF
APO 705 8 August 1944



INTRODUCTION

There are many factors to be considered in direct air support of infantry in the jungle. Among these are: first, proximity of opposing ground forces; second, concealment of enemy movement and installations by vegetation; third, the scarcity of identifying features visible from the air; fourth, infiltration of patrols behind established lines; and fifth, map inaccuracies. To overcome these conditions requires development of a special operational technique.

This outline follows the chronological sequence of events beginning with location of targets and concluding with preparation of mission reports in the following order:

- I Methods of Finding Targets.
- II Marking Targets for Accurate Attack.
- III Briefing (use of maps and photographs).
- IV The Attack.
- V Interrogation and Mission Reports.

#### I METHODS OF FINDING TARGETS

#### 1. Direct Contact by Ground Forces

Terrain and vegetation in the jungle lend themselves admirably to small enemy parties holding up the advance of larger elements. Visibility is limited and distances separating opposing elements are small.

Direct contact by ground forces pinpoints defenses, artillery or automatic weapons commanding strategic positions. Accurate data can be supplied to air support concerning targets. Enemy positions at REIZIN RIDGE were so located. This ridge, 800 yards long with precipitous sides was strategically located so as to command the surrounding territory. Repeated attemps by ground forces to dislodge the enemy failed and air support was requested. Three strikes were made in which 18 x 500 lb G. P. bombs, 340 x 37mm, 10,500 x cal 50, and 7,250 x cal 30 were expended. The ridge was subsequently occupied and accommodations for 1000 troops found.

Throughout the BOGAJIM ROAD advance our forces were frequently only 1000 yards removed from the target. Advance was halted at DAUMOINA and heavy casualties suffered from enemy gun positions covering the road from a point 1000 yards North of DAUMOINA. Although the positions were well camouflaged they had been located accurately enough for air attack. The positions were destroyed by bombing and strafing.

## 2. Ground Reconnaissance

Aggressive ground reconnaissance by patrols is one of the most profitable means of locating targets. Patrols have approached bivouac areas so closely that complete information as to number of troops and even location of officers' quarters have been obtained. A complete picture of such a target can be furnished. There is sometimes delay between sighting target and air attack due to the time required for patrols to return and report their findings.

## 3. Aerial Visual Reconnaissance

Aerial visual reconnaissance must be maintained constantly to be of value. Since enemy activity is concealed by foliage, the condition of visible trails, tracks and roads, recent usage, newly cut timber and tramdetailed knowledge of the area so that he can spot evidence of activity even though installations are well hidden. Best results are obtained by assigning a small area to each pilot. A bivouac and supply area was not previously observed, leading into a wooded section from which only foot trails emerged.

Little effort is necessary for the enemy to hide his positions. Movement during daylight hours is restricted. One P/N stated that his unit was under orders to make no move during daylight until after 1600 hours. This order was undoubtedly issued because adverse weather conditions limit air operations in the late afternoon. Usually all movement is at night. Bivouac areas and supply dumps are in thickly wooded sections. Troops quarters, often constructed of palms, cannot be seen from the air. It is reported that a ground patrol had great difficulty in locating a mountain gum which was firing on our position at a range of eighty yards.

Artillery recommaissance presents special problems, one of which is observation of HE in jungle vegetation. It is necessary for the pilot to watch for smoke drifting from the treetops. Also, after the pilot has located the target, the first artillery round may be far off the target due to map inaccuracies.

#### 4. Photographic Reconnaissance

Photographic reconnaissance combined with visual yields excellent results. The jungle does not ordinarily reveal exact enemy positions to a vertical view. However, verticals on which the pilot can spot his findings previously obtained through tree top level observation are essential to future operations. A photograph used in briefing gives pilots an accurate preliminary view of the target, allowing the squadron leader to plan his method of attack effectively and assist him in recognizing the target on his approach. Obliques often reveal camouflaged positions otherwise undetectable. Attack on motor pool near BUT DROME so discovered, resulted in the destruction of nine trucks, several camouflaged buildings, and unestimated number of casualties to enemy personnel.

5. Information from P/W and Captured Documents

Interrogation of prisoners and examination of captured documents yields valuable information which is often surprisingly dependable. Reports from natives are likely to be inaccurate or exaggerated. Investigation by aerial reconnaissance of data obtained from both these sources is profitable. Attacks on AIMADMON were a direct results of information obtained from captured memoranda. By this meens it was discovered that AIMADMON was being used as an enemy patrol base, supply base, and control point for native labor. In three dive bombing and strafing attacks the village was destroyed. This attack drove the enemy's native labor into the bush, destroyed large quantities of supplies and disorganized his supply system.

A classic example of P/N's lack of reticence about disclosing information occured at TADJI where a prisoner was derisive of attempts to locate his division headquarters in the vicinity of KACANOT PLANTATION which he had assisted in constructing and camouflaging. He drew a sketch of the complete installations. These were subsequently thoroughly bombed.

#### 6. Reconnaissance by MTBs

It was found that MTBs operating off shore frequently located excellent targets along the shore line. At TADJI a flight taking off at first light communicated by radio with MTBs returning from their night operations and secured sightings from them. The destruction of enemy barges, coastal guns and trucks resulted from this coordinated effort.

Direction and control of air attacks along the shore have been successfully accomplished from off shore craft. Dive bombing and strafing of enemy forces advancing on YAKAHUL was controlled by ground force commander from an army landing craft.

#### II MARKING TARGETS FOR ACCURATE ATTACK.

## 1. Targets Previously Located by Ground Troops

Targets located by ground troops may be marked by artillery smoke shell. Six to ten rounds should be fired; there is a possibility that the smoke from one shell will not rise through thick growth and be visible from the air. This method, indicating the target by 25 pound smoke shells, was used to mark enemy defense positions near WARD'S VILLAGE in a heavily wooded area. The target was not visible from the air. It was arranged that on appearance of airplanes, eight smoke shells would be fired into the target. Some of the shells apparently burst in the tree tops and threw cannisters upward leaving a trail of smoke 50 to 100 feet above the trees. The smoke remained in the air for 15 to 20 minutes. Not all of the shells were observed, probably due to some bursting on the ground, the dense foliage delaying the appearance of the smoke above the trees.

## 2. Targets Previously Located by Visual Aerial Reconnaissance

The target found by visual aerial reconnaissance is best marked for attack by the pilot making the observation; either by strafing if an area target, or by a smoke bomb if a pin point target. Having marked the target by smoke bomb, the pilot indicates by radio or signal the accuracy of his bomb prior to the onset of the attack. This insures effective bombing. Numerous targets along the BOGADJIM NOAD consisting of enemy defenses and command posts were successfully marked for attack in this way.

The use of panels is generally restricted by vegetation. However, they have been used advantageously to mark the front line of ground troops along beaches. Also, the presence of patrols or friendly natives in certain inland villages (which cannot be otherwise identified has been indicated by prearranged lap lap designs placed on the roofs of huts in the village. Pilots may use such landmarks to obtain their bearings. It is unwise to permit signals to be displayed for a longer time than is necessary for completion of the operation.

## 3. Targets not Previously Sighted

In locating and directing attack upon targets not previously observed, vertical photographs are often sufficient. Although targets are seldom discernable in the photograph they can be generally indicated so as to make detection possible. A thorough knowledge of the terrain by flight leaders participating in the attack is vital to success. Experience proves that this method was satisfactory only after pilots were familiar with the vicinity of the operation and the route to the target. For instance, one wooded ridge appears similiar to another, and knowledge of surrounding terrain features is essential. Attacks on area targets, such as enomy headquarters at Bridge ll on the BOC DJIM ROLD and supply dumps west of BONGUU PLANTATION were accomplished by use of vertical photographs in briefing.

## 4. Importance of Knowledge of Position of Ground Forces

Knowledge of position of friendly ground troops is essential. Direction of attack is planned accordingly. Terrain features are studied to determine the protection offered friendly troops from strafing.

The Liaison Officer must be in constant communication with ground forces. The position of forward elements and patrols are posted accurately on S-2 situation map. Patrols may be landed on shore ahead of forward elements or infiltrate enemy lines. Each pilot participating is charged with the responsibility of knowing bombing and strafing limits. The necessity of close coordination between air and ground forces is apparent.

In a coordinated attack, an exact time schedule is set up and maintained. Effective air-ground radio communication insures efficient. It is important that pilots understand what action is to be taken in the schedule agreed upon.

III BRIEFING

## 1. Briefing is Detailed

Sufficient time for briefing is allowed so that each pilot has a complete picture of the operation to be performed. Each pilot should feel that he himself is qualified to lead the formation into the target. Questions are encouraged.

Briefing is accomplished prior to each mission. Pilots go on leaves and are grounded for various reason so are unable to keep informed concerning changes. Therefore pertinent information is repeated daily.

In order to claim pilots' attention briefing is conducted formally. The briefing officer does not set himself up as being omniscient. He does not attempt to explain an operation unless he is adequately informed.

## 2. Route to and From and Location of the Target

Route is best shown on a small scale map, as is the general area of the target. The l inch: 4 mile series is practical for this purpose if sufficient wall space is available for display. A large scale map such as l inch: 1 mile is then used to spot the target accurately. Care must be taken not to place too much reliance on the exact location of villages as shown on the map, particulary those away from the coast. Many have been abandoned, moved or incorrectly placed. For this reason the pilot's knowledge of the terrain is essential. A photograph, if available, is used to further identify the target. A good vertical is invaluable for this purpose. Each pilot is furnished a large scale map of the target area to carry with him.

"Evaluation of a Map", prepared by the 648th Engineer Topographic Battalion (Base Map Flant, U.S. Army, GHQ, SWPA) is of great value in determining the quality of the individual map from statements and diagrams appearing on the map itself. 1:63360 maps are made from tri-metrogon photos. 1:25,000 and \(\frac{1}{2}\): 20,000 maps are made from 24 inch focal length 9 X 18 (K-18 Camera) vertical photos. The "A" area on 1:63,650 maps are covered by verticals. The "B" areas are from obliques and have failings, such as disappearance of tracks, estimated rather than actual elevations, and tributaries with steep gradients may be elongated erroneously and may flow into main streams at an incorrect angle.

In mountainous terrain cloud formations often prevent completion of missions. Pilots are directed where to jettison bombs in the event primary or secondary targets are not attacked.

#### 3. Nature and Importance of Target

The target is described as accurately as possible. The Liaison Officer outlines why air support is required and why the target must be destroyed. This quickens the pilots' interest in their jobs. Likewise the Liaison Officer advises the pilots just as soon as possible what the effect of their attack has been. Otherwise they are likely to lose interest. Pilots are kept informed of all ground operations. The importance of an interesting situation map is apparent.

## 4. Coordinated Features of Attack

The timing of attack is explained and repeated. The Liaison Officer plays an important part in passing this information to the squadron. The procedure to be followed in the event the target cannot be hit at the time specified is explained.

# 5. Bomb Lines, and Location of Friendly Troops and Natives.

Bomb lines are briefed on every operation regardless of its nature. In close support attack of targets within the general bomb line as set up by the ground forces is often requested. In such cases limits of attack are designated, and are spotted by definite land marks visible from the air; tracks or creeks shown on maps sometimes do not meet this requirement. Location of our troops, or friendly natives, are plotted exactly in order that the direction of attack may be planned to avoid casualties to them.

## 6. Terrain

New Guinea maps were found to be inaccurate as to elevations. The linch: I mile series used show form lines and not contour lines. This again demonstrates the necessity that pilots be familiar with the terrain. Terrain is important for land marks and for planning direction and method of attack.

## 7. Anti-Air Craft Fire

Known AA positions are briefed and route and approach to target planned accordingly. Evasive tactics are explained.

## 8. Signals and Communications

Ground signals are explained thoroughly. Flares, panels and code symbols are frequently employed and there must be no doubt in pilots! minds concerning these. It is desirable in certain operations to designate points be letters or code names. Radio frequencies and methods used are briefed for each mission.

## 9. Rescue and Escape

Rescue operations and call names of rescue planes and MTBs are emphasized daily. Frequent lectures on special phases of survival at sea, ocean currents, and signaling procedure are given. Likewise escape methods, native languages, survival in the jungle, escape routes and rendevous points are covered. The situation map locating our troops and friendly natives is of great value to the pilot in planning his route if forced down. What areas along coast lines to be avoided are shown. If £ & E Reports issued by Headquarters Allied Air Forces, SWPA are displayed prominently with notation "Pilots Read and Initial." Too much stress cannot be placed on escape procedure.

IV THE ATTACK

#### 1. Operational

Attack of pinpoint targets is best performed by fighter type airplanes. Strafing and dive-bombing can be limited to a small area. The safety of nearby friendly troops is not jeopardized. Mountainous terrain precludes accurate low level bombing.

The squadron operates as a fighter unit on its way to and from the target. After takeoff each flight leader continues a straight course for a sufficient distance to allow his flight to form after the leader makes a 180° turn. Each succeeding flight follows the same procedure while the preceding flights circle until formation is complete. Flights are composed of four airplanes. Wing men fly approximately one and one half airplane lengths below the element leaders and far enough out to allow a 180° turn without endangering the element leader. Flights are stacked down from the lead flight.

The squadron leader controls the entire attack. His flight hits the target first. Each flight attacks separately and strictly in accordance with the flight leader's orders.

The lead flight dive-bombs first while remaining flights stay up until leader has observed results of his attack and can direct the following flights. Each flight operates as top cover prior to and after its attack. After attack by the last airplane in the squadron its pilot radios his flight leader that target is clear. The flight leader relays this message to the squadron leader. Strafing attack follows the same procedure; however, each flight makes the number of passes planned before clearing the target. This method prevents confusion and makes control easier.

Flights of four airplanes are easily controlled and accomplish excellent results. The target is clearly indicated by the squadron leader on his run. He can break off the attack on the target, or direct the attack to a new target. After the bomb run, the pilot locates his flight easier if the remaining flights remain aloft. Likewise formation for leaving the target is more easily assembled. Top cover is afforded by the flights not attacking.

In strafing, airplanes come into the target in string. This allows the pilots following the leader to spot and silence any ground fire. Firing begins at approximately 500 yards and continues until the sight goes off the target. In strafing a pinpoint target a straight dive is employed. An area target can be more widely covered by a turning dive. The turning dive does not allow as close a range or the accuracy of the straight dive, but spreads the fire over a larger area.

#### 2. Armament and Bombs

Against such targets as gun positions, barges, trucks and tanks, the 37mm cannon was found to be extremely effective, and to a lesser extent cal 50. The cal 30 added effectiveness to attack on personnel and bivouac areas. When dive-bombing, automatic weapon fire encountered was usually silenced by strafing while coming into the target.

In wooded areas bombs of less than 500 pounds are not effective. The G.P. bomb with instantaneous fuse or with not more than ...25 delay proved most destructive. We found that a 4 or 5 second delay fuse allowed the bomb to bury itself too deeply. The heavy undergrowth limited its effectiveness. The following extract from the report of the Commander, Support Aeroplanes, concerning close air support at KWAJALEIN, confirms this experience: "The preponderence of bombs used for support operations were 500 pound G.P. bombs with .01 or .025 delay fuses. The size was selected on the basis that it was large enough to do most of the work required and small enough to be delivered in quantities sufficient to insure direct hits. The fuse was selected with the expectation that many bombs would make their initial impact above ground level on the heavily wooded area and also among buildings."

#### V INTERROGATION AND MISSION REPORTS

#### 1. Interrogation

Interrogation is formal. Each pilot is allowed to express himself freely as to what he saw and what he did. Some pilots see more than other; angles of vision from different altitudes result in different observations; some pilots are prone to exaggerate. These factors are taken into consideration in the interrogation.

Best results are obtained by interrogation of each flight leader first, then individual members of his flight. The flight leader and element leader have more opportunity to observe the entire action. Bomb bursts are pimpointed. The direction of the attacks and results of the mission are recorded. It was found that accurate assessment of damage in heavily wooded areas was extremely difficult.

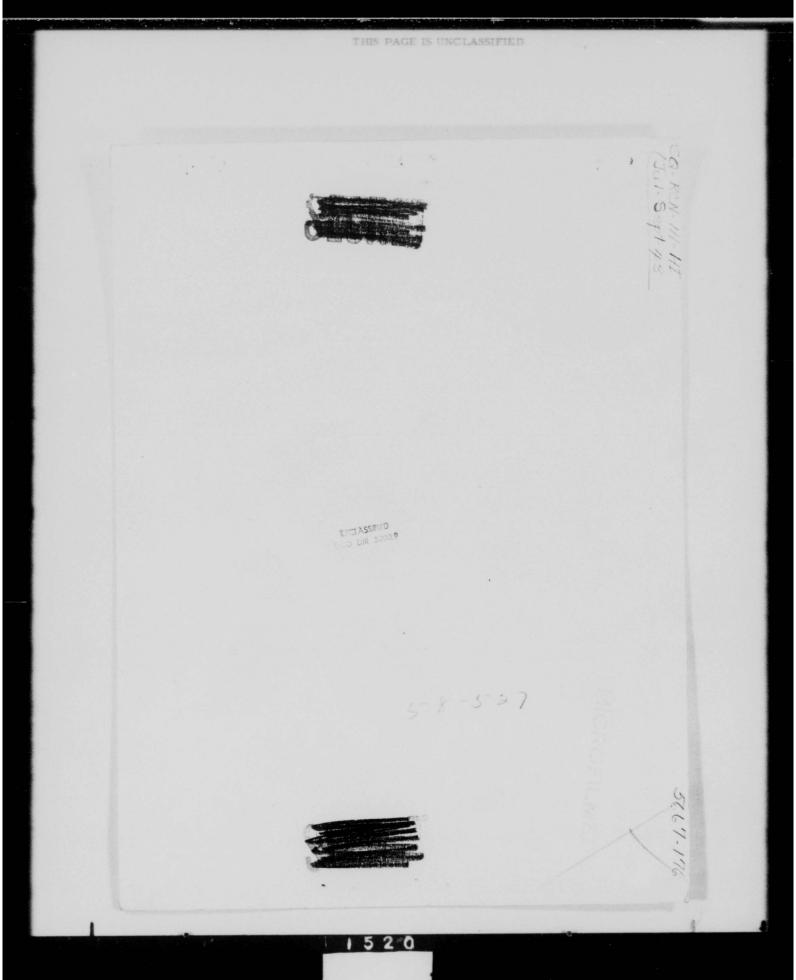
Sightings are of great importance regardless of the type of mission flown. Close interrogation of pilots after each mission will train them to be better observers. Information secured in this way is of great assistance to the ground forces.

#### 2. Mission Reports

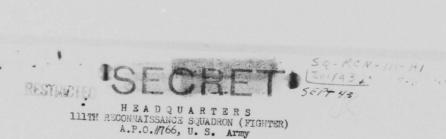
Mission reports are accurate.

Ground forces rely on the information furnished them in planning their future operations. To submit a report exaggerating the demage or casualties inflicted, or the destruction of a gun position or defense which still stands, will result in unnecessary casualties to our troops.

Mission reports follow the form prescribed by higher headquarters. Unnecessary wordiness is avoided, but a complete picture of each operation is presented. The Liaison Officer submits his report direct to the supported ground forces.



THIS PAGE IS DECLASSIFIED IAW EO 13526



1 August 1943

## SQUADRON HISTORY FOR JULY-1943

A series of movements in the early part of July brought about the breaking of the Squadron into three units, the Air Echelon and the First

and Second Ground Echelons.

On July 7, the Air Echelon, composed of 74 enlisted men, 35 officerpilots, 6 ground officers and 4 attached A.L.O.s, began operations at
Korba North, Tunisia, in conjunction with the Sicilian campaign. At this
time, the Squadron had 20 P-51 and 9 P-39 type A/C sertceable.

Operations continued at Korba North until July 14 when the Air Echelon
moved by air transport to the Ponte Olivo A/D in Sicily, followed by the
Both Echelons moved together to the present location at Gela West on
July 19, the Second Ground Echelon of 30 enlisted men and 2 officers

During them here on July 27.

During the stay at Ponte Olive, the A/D was bombed by enemy A/C on

During them here on July 27.

During the stay at Ponte Olive, the A/D was bombed by enemy A/C on the nights of July 15, 16 and 18, without injury to personnel but damage The Squadron's Operations and Intelligence Summary lists the following totals to date on Squadron activity in the Sicilian Capaign:

Missions: 162. Sorties: 325.

Claims: 1 Henschel 129 destroyed. 2 FW-190s damaged.

Losses: 1 P-39 (1st. Lt. Clifford J. Peck).

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Sheet No. 1 WAR DIARY 111th Reconnaissance Squadron Gela West, Sicily

Month of July, 1943 Prepared by Robert Angus, 1st Lt. A.C. Illth Recon. Sqdn.

- Captain Routh, Lt's. Armstmong and Rafanelli returned from Palestine and joined the air echelon at Bou Ficha, Tunisia. They have just completed a course in Tactical Reconnaissance at the British O.T.U. school in the Middle East. Third ground echelon moved out of Nouvion heading for Tunis staging area. Entire squadron now is scattered from Cape Bon to Algaers.
- 2 Air echelon moved from Bou Ficha to the dusty windy Korba North landing ground. Just local training flights were flown. Most of the transportation and armament sections spent the day digging up Italian and German motorcycles. Quite an array of vehicles.
- 5 Captain Zimmerman, photo interpreter from 12th ASC, joined the squadron for the duration of the coming campaign. Main ground schelon arrived in Tunis after dark. Lt. Angus and Lt. Davis couldn't find the staging area after following all kinds of directions and finally spent the night in an open field. Last ground schelon under Lt. Heiser finally moved out of Nouvion Air Base heading for Tunis.
- 4 Ground echelon spent the day waterproofing their vehicles while the air echeon over at Korba North continued their local training flights.
- 5 Normal quiet day with not even a mail call to break the monotony. Major Marshall, British liasion officer, came back to us today to work in the S-2 section.
- 6 Mechanics began working overtime to get the planes in tip top shape. "11 the squadron is keyed up and ready for the action we know is coming soon.
- 7 Major Deering and Lt. Hicks took off at dawn for mission number one for the squadron. Weather was cloudy over Sicily so no photos were taken. Lt Rafanelli and Lt. Armstrong followed a little later and were able to get back with some good pictures. Eight sorties were marked up for the first day in operation. Rear echalon arrived in Junis staging area late at night.
- 8 Six sorties flown from Korba. Lt. Modrall and Lt. Mitchell watched A-36 dive bombers work on railroad yard at Canicatta, Sicily and reported the results of the bombing. Ground echelon still on alert in staging area.
- 9 All ships grounded to allow ground crews to get them into perfect shape for hard work ahead. Major General House, CG, 12th ASC, dropped in to brief all the pilots on the part we are to play in the coming invasion.
- 10 "p" day. Again Major Deering took the dawn mission over the invasion beaches of Sicily. He had to take off with the runway lighted by flare pots. Brought back word that from the air it looked like the invasion was proceeding according to plan. Only other bit of excitment among the twenty two sorties flown was furnished by "t. Tolbert. He got separated from his partner and ran low on gas. Came into an emergency field on Cepe Bon in a hurry. Called over to Korba to ease the minds of everyone who believed him lost. Lt's Modrall and Mitchell saw their first enemy aire oraft. Twenty of them-so Lt's Modrall and Mitchell came home by the fastest and shortest route.

Month of July, 1913 prepared by Robert Angus, 1st Lt. A.C.

111th Reconnaissance Squa.

11 Colonel Darcy, from 12th ASC, and Major Deering followed the A-36 dive bombers on another bombing run to observe the results. A total of fourteen sorties were marked up on the sortie board.

12 The biggest day so far with a total of twenty four sorties flown. Took some photos of Ponto Olive Airdrome near Gels. Sigily, Most likely will

- The biggest day so far with a total of twenty four sorties flown. Took some photos of Ponto Olive Airdrome near Gela, Sicily. Most likely will be the field we will operate from soon. Lt. Hamilton nosed up one of our P-51's while landing. Our first loss. 1st Lt. Peck, California flash, pulled a 'Brodie' today. He ran low on gas over Sicily and instead of heading for Pantelleria he went to Malta. Taking off from Malta he flew the compass heading he would have flown from Pantelleria and was one surprised guy when he landed at Tripoli. Everyone was glad to see him for we had figured him lost.
- Twenty enexciting sorties were flown today. Over in Tunis harbor Lt.
  Angus and Lt. Davis led seventy enlisted men of the ground echelon on
  board several LSTs. Had a meal of creamed chicken, mashed potatoes,
  string beans and fresh baked bread. Finished up with chocolate cake.
  Oh for the like of a sailor.
- 14 Lt's Modrall and Bruce took off at 0630 from Korba to mark up sortie \$100 for the squadron. They landed at Ponto Olivo Airdrome, Sicily to await the arrival of the air schelon. Twenty four sorties were counted up at the end of the day. Lt. Deemer became a 'box car' ace by shooting up some Italian box cars. The air schedon loaded on seven C-147's and moved over to Sicily. One flight of p-51's was to act as an escort but failed to make contact. Sad sack. Jerry gave out with a welcome by dropping many anti-personnel bombs on the field during the night. No casualties but plenty of scared individuals.
- 15 Lt. Bush and Lt. Tolbert while escorting some Mavy ducks spotted a HE-129. Lt. Bush peeled off and lined up the Italian plance in his gun sights only to have his guns jam. Lt. Tolbert followed the peel off and got the first 'kill' for the 111th with several well placed bursts. 'he Italian plance hit the ground and cartwheeled a few yards. Using our P-39's for the first time on a mission for the new campaign we lost our first pilot-1st Lt. Peck. He failed to come back from a low level recon mission hear Agrigento. No word from him at all and it is believed he orashed somewhere in enemy territory. Completed fourteen sorties Before dark. JU-88's came over again to make 'moles' out of everyone. No
- 16 Lt. Angus landed the ground echelon at Gela, Sicily and moved the men and equipment to the Ponto Olivo Airdrome to join the air echelon. Sixteen sorties in P-51's scored today. A clear moonlit night and a lone JU-88 emae straight down the runway laying a string of anti-personnel bombs but again everyone scattered to previously dug foxholes.
- 17 Delayed action anti-personnel bombs kept going off all day long making it hard for the ground crews to work on the planes. Concrete runway wasn't cleared of bombs until 1000 hours so only ten sorties could be flown.

  Moved bivouse area into a grove of lemon trees about a mile and a half from the field. Again Jerry bombed us and chased everyone to fox holes.

Sheet No 5 WAR DIARY 111th RECONNAISSANCE SQUADRON Gela, Sicily

Month of July, 1943 Prepared by Robert Angus, 1st Lt. A.C.

111th Recon. Sqdn.

- 18 Early morning check up revealed that two planes were riddled by shrapnel and the runway covered with delayed action bombs. It was afternoon before any planes could take off so only six sorties could be flown. Still no word about Lt. Peck. Been missing for forty-eight now so 'missing in action' report was turned in. During the night Jerry made three bombing runs on the field.
- 19 Major V.J.Marshall, British liasion officer from 15th parmy Group, was ordered back to his unit today. He has been with us since May setting up liasion section with our S-2 section. Several more planes slightly damaged by last nights raid. Packed everything up and moved over to new landing strip known as Gela West. Ran only four sorties during all the moving.
- 20 Went back into action at full steam and flew fifteen sorties by dark.

  Lt. Gentsler became a messenger boy for 12th ASC by Wlying some special papers to Tunis. Everyone is bivouaced in a fig tree orchard some distance from the landing strip. Everything, including planes and equipment, is well dispersed.
- 21 Only six sorties could be flown today and we began a courier run from Sicily to Cape Bon for 12th ASC. Strickly using our p-39's for that kind of work. Can't be running up engine time on our overworked p-51's.
- Again only six sorties were flown but Lt. Schultr and Wicks raised the total to two hundred sorties. No bad for a squadron sending only two planes out per mission. Still running courier to Cape Bon. This time to Jones came back with a sack full of mail to make everyone happy.
- 23 Passed another milestone today when Lt's Lincicome and Bright took eff on mission number one hundred. One hundred missions in about three weeks. Got a good start on another hundred by flying twenty sorties during the day.
- 24. On one of the twenty sorties flown today "t. Hicks chalked up the most outstanding. He and Lt. Sakakenny, the weaver, followed the A-36's on a bombing attack on Milazzo Harber. Lt. Sakakenny got lost and Lt. Hicks all alone made a photo run over the harbor getting proof of the damage done by the dive bombers. Just at the end of his run Lt. Nicks spotted four MB-109's and quickly pulled a yard of mercury heading for home. Telephone call brought word that Lt. Peck's plane and body had been found and that he was buried in American Cemetary near Licata on the 20th of the month. No explaination of the crash could be found.
- 25 Just a regular day with the courier run to Cape Bon froducing more mail. Between reading letters the pilots managed to get in sixteen sorties.
- 26 Among the eighteen sorties flwon today were two by Lt's Bruce and Larson who kept one eye on two FW-190's while on their massion. No encounters, no claims, no losses.
- 27 Out of the eight hours of flying time put on the ships during the fourteen sorties flown the most was put on by Lt's "ickson and Sakakenny who flee over the Agean Islands looking for radar stations.

Sheet No. 4 WAR DIARY 111th RECONNAISSANCE SQUADRON

Gela, Sicily

Month of July, 1943

Prepared by

"obert angus, 1st t. AC 111th Recon. Sqdn.

- 28 Lt. Dickson flying on Lt. McGowans wing spotted twelve enemy aircraft behind them. He screamed 'boggies, break left' and turned straight into the uncoming ships. "e scattered the first two formations by his startling action and then got a burst in on the last ship of the third formation. Glains a 'probable'. He sure was one exmited guy when he landed. Said he was sure he did 500 MPH on the way home. Lt. Gentsler came back from Africa with three other pilots and four P-51's from the British 225 Squadron. We can sure use these planes even if they aren't new.
- 29 Lt's Earl and Lamb flying the 300th sortie for the squadron spotted a lone FW-190. Lt. Barl peeled off on him and out of the sun came another FW-190 to get on Lt. Earls tail. So Lt. Lamb followed him down and in a few minutes the sky was full of lead. After a few minutes of shooting up the sky both parties headed for home. No claims. A total of twelve sorties were flown today. Towards evenign Lt. Artis and Lt. Heiser brought the balance of the squadron in from Lioata where they had landed the night before.
- 30, A quiet uneventful day with ten sorties going on the records. We now only have two P-39's flyable. No more mose wheel tires for the four others.
- 31 Fourteen official sorties were recorded today and one unofficial one conducted by Lt.Gentzler and Lt. Hearrell didn't go on the books. The two lieutenants went on a jeep sortie out in the country and came back with gallons of wine and enough china ware for the officers mess.

1525

THE DARK IS HART ASSISTED

SECRET

# HEADQUARTERS 111TH RECONNAISSANCE SQUADEON (FIGHTER) APO \$766, U.S. ARMY

/PBE/

319.1

1 September 1943.

SUBJECT: Monthly Historical report.

- TO : Commanding Ceneral, XII Air Support Command, APO \$706, U.S. Army.
- 1. Following is a summery of the Squadron history for the month of August
  - a. During the month of August 1943, this Squadron continued to perform missions during the Sicilian compaign under the direction of the 64th Fighter wing.
  - b. On 11 August 1945 the Squadron was re-organized temporarily to operate seperately. The "A" Echelon comprized of <4 officers and 89 encomprized of 17 officers and 84 enlisted men operated from the Termini East Air Field while the "B" Echelon Gela West Air Field.
  - c. A total of 110 missions and 220 sorties were flown by this orgn from T August to the close of the Sicilian campaign. Ten missions and 34 sorties were flown over Italy.
  - d. Late in August both Echelons were alerted to move to San antonio Air Ffeld, Sicily. The first unit of the "A" Echelon arrived 2B August. The entire "B" Echelon and the remainder of the "A" Echelon was due to arrive shortly after.

JAMES H. DEERING, JR., Major, Air Corps, Commanding.

SECRET

ghet No 1 HAR DI'T 111th RECONNAISSANCE SQUADROT Termini East wonth of August, 1943 prepared by Robert Angus, 1st t. AC 111th Recon. Sqdn.

Operating from Gele West landing round in Sicily we managed to get in ten sorties despite the ground haze most of the morning. Courier to 12th ASC on Cape Bon still goes on and we are getting our mail pretty regular now.

2 A big day for the flight section with twenty two sorties flown. Engineering boys are really kept busy those days what with engine changes, daily maintenance and a general lack of parts hindering everything. Section usually makes its own engine changes because they can do it in three days while service groups take anywhere from five days to ten days. To have a ship out that long would hinder our operations.

3 Lt's. Modrall and Wicks flew their mission while watching four FW-190's eruise along above them. Guess Jerry figured the odds weren't big enough in their favor to warrent their taking on our two planes. Rang up sixteen sorties for the days work.

4 Among the twenty sorties flown was the 200th mission and the 400th sorties for the squadron. At the rate we are going all the pilots will be covered with Air Medals and clusters for their good work. Excitment for the day was furnished by Lt. Lincippe and Lt. Sakakeeny who returned after dark and landed on the runway which had to be marked by jesp lights.

Major Deering tempted fate today and Lady Luck was on his side. A gust of wind tossed his plane off the runway just as he was landing. We headed straight for two bulldosers parked on the side of the runway. One wing hit a bulldoser and threw the whole plane back onto the runway where Major Jim made a perfect landing. Only damage sustained was to the Major's nerves and one wing of the plane. No enemy siroraft or flak was encountered on any of the twenty sorties flown. Captain Routh, executive officer, took off in one of our cubs to take Captain Noakes, British liasion officer, back to Catania.

6 Only comment made of the twenty sorties made today was a general opinion that things are mighty quiet over Jerry territory. Lt. Schultz, the weaver on one of the missions, spotted a gun emplacement in a dry river bed. This was an unusual achievement in that seldom does a weaver get a chance to spot anything on the ground. Captain Routh is long overdue on his flight to Catania.

7 At the end of the day's work of flying sixteen sorties the sortie board in front of operations shows a total of 536 sorties. Lt. Hicks leads the pack with 35 sorties closely fellowed by Lt. Modrall with 30 and Lt. Armstrong with 28. All three flight leaders are setting the pace. Still no word from Captain Routh. We will send out a party to look for him if no word comes to-morrow. Finished up the day with a fine barbocue. Tech Sgt. ake Drinkle, mational Guard member from Houston, Toxas, did the barbocueing of the two bulls and everyone had plenty to eat.

8 Telephone call around noon today brough the word that Captain Rouths plane had been found crashed on a steep slope high in a rugged section of the country near Catania. 'Johnny' was one of the oldest members of the squadron having arrived at the squadron just after it was inducted into the federal service. Master Sergeant Stidson, line chief for over a year and a member of the flight of A-20's to fly over the southern Atlantic route last Movember, was appointed a second lieutenand today and another Texan, Tech Sgt. Stepchinskk, took over his job. Fourteen sorties flown today.

Sheet No 2 WAR 'ARY 111th REJONNAISSANCE SQU/ ON Termini Bast
Wonth of August, 1943 Prepared by Robert Angus, 1st Lt. AC
111th Recom. Sqdn.

9 Lt. Rafanelli and Lt. Randerson drove to the scene of Captain Routh's are

- 2 Lt. Rafanelli and Lt. Randerson drove to the scene of Captain Routh's crash. They had to climb hand over hand up the side of a mountain for two hours before heaching the plane. No cause for the crash could be found. Both Captain Routh and the English Captain with him had to be buried on the hilltop for it would be a very difficult job to bring the bodies back dwon. Captain bouth was such a good careful figer that it is hard to believe that he has crashed. He will be sorely missed. Six sorties were all that could be flown today. 1st Lt. Powers joined the squadron today from the fighter training center. 2nd bet. Barker, statistical officer from NAAF, joined on TD status.
- 10 2nd Lt. Sakakeeny was returned to NATC. He just didn't have the ability to fly recommaissance missions. Lt. Randerson, on one of the fourteen sorties flown, flew a special photo mission for 7th Army. He made two trips over the area to make sure he had clear pictures of a suspected ammunition dump. Lt. Rafanelli, who flew a p-39 down from England last "anuary, is the new executive officer and Lt. Hearrell becomes the operations officer. Squadron is divided into two echelons on paper and immediately 'A' scheon becomes alerted for move to Termini landing ground over
- alerted for move to Termini landing ground over on the north coast of Sicily. Il Tehh sergeants Delapp and Drinkle, of Houston, Texas, two of the oldest members of the squadron have been transfered to Meditterrean Hase Section to be sent to the states and released from active duty. 'A' schelon consisting of 24 officers and 39 enlisted men boarded C-47's and moved over to Termini East landing strip to continue operating. Due to the moving we only got in two missions. 'A' party officers have a neat villa right near the water and the enlisted men are in a nearby lemon grove. The best setup we have had yet.
- 12 Major Deering made a 'sortie' into Palermo and o me back with seventeen 'talian prisoners to work in themsesses. Sent seven of them down to the other schelon at Gela. 'A' schelon flew ten sorties and 'B' schelon flew six sorties. Marked up 500th sortie for this campaign.
- 15 Lt. Armstrong became a captain as of 27th July. 'A' party flow one mission while 'B' flow three. Not such good weather today. Limited observations but all agree that Jerry is sure backing up.
- Il. Between the two dutfits we managed to mark up eighteen sorties. Lt. Rafanelli came over from the other echelon to have his camera adjusted before making a photo run. Had to come back and wait for the film to be developed. Being divided this way cuts down the efficiency a little bat for we don't have enough equipment to keep two sections going at once. Lt. Rafanelli and his boys are doing a good job nevertheless. Another mission was flown over the Lipari slands looking for radar stations.
- 15 eneral opinion of all the pilots who flew on the twenty sorties today is that the Germans and Italians are beginning to pull out of Sicily. Straits of Messina is full of all kinds of ships rushing to and from the mainland. 2nd Lt. Kramer, who had a motorcycle accident in July, finally caught up with us today.
- 16 'A' echelon only flew one mission as did 'B' echelon but they and afour ship two hour flight over southern Italy. Mess sergeant Palmer butchered another bull and we had some fine steaks for lunch.
- 17 'B' echelon took top honors today by making three missions of four planes each over the toe of Italy. Lt's Mitchell, Dickson and Larson moved down to Palermo to stay at the 12th ASC rest camp.

Sheet No 3 WAS DIARY 111th RECONNAISSANCE SQ" TRON Termini Hast Month of August, 1943 Prepared by Robert Angus, 1st Lt. AC lith Recon. Sqdn. seeing tour of Palermo while 'B' party carried on with two more four ship trips over Italy. Where to from here? 19 Days operations consisted of one four ship mission to Italy again. Lt. Hickory brought his ship back with at least fourteen flak holes in it. Both officers and enlisted men of 'A' party continued to tour Palermo with the enlisted men getting their first pass since June. Morale is very good these days. 20 No missions, no sorties, no flying. All quiet on the Sicidian front. So between visiting Palermo and swimming in the sea everyone had a good rest and our planes got a much needed layoff. 21 Again no lpanes were up. Captain Zimmerman, ace photo interpreter, left to rejoin the 12th ASC. He did an excellent job while with us and we are sorry to see him go. 22 Not a thing stirring. 23 Another day of loafing. 'B' schelon down at Gela west flew several local training flights stressing fighter tactics. 24 Still no activity. Meil call and a movie at a nearby field provided the only excitment for the day. 25 TMX received telling us to be at maximim servicablity by 4th of September. We'll be ready and waiting. Already we are tired of sitting still and are all set to get in some more licks on the 'Eyeties' and 'Jerries'. 26 Down at Gela Wast Lt's Gentzler and Wicks assisted in 1st Div. (Inf) training program by flying a practice mission over them to show how we fly the missions and also to show them what a p-51 looks like. 27 Entire squadron alerted to move to San Antonio landing ground six miles from Milazzo. At last it looks like we go back into action. Morale is perfect and all the ships are in tip top shape ready for the next show. 28 Captain Armstrong and Lt. "eiser took fifteen men up to the new field to set up the camp. Lt's Earl, Meynier and Keys took the other pilots place at the 12th ASC rest camp. Major Coykendall, liasion officer from the 67th Armored Regt, returned to 7th Army today. Se has been with us since June and has helped out greatly in our S-2 section. No flying at all. 29 Event of the day was the landing of a B-17 with Bob Hope and Francis Langford on board. Hope's first words were, "Is this Cabalina Islands". Major Quello from 47th Infantry and Captain Loury from 27th Field Artillery, lission officers, returned to their units today. Captain flowers is now all alone in the S-2 section. e received some fine assistance from the three ground force officers. Officers threw a farewell party in the villa. Quite a party. 30 Everything packed up and entire squadron is ready to move to San Antonio(Not in Texas). The landing strip up there is not quite ready yet. 31, Payday .... Three more truckloads of men and equipment moved up to new field.

Italian tri-motored plane landed here with some high ranking Italian officers. Rumors flow thick and fast. Mjor William R. Forbes, instructor at General Staff School in Fort Levenworth, Kansas, arrived to be with us and gather information. He ruined morale by telling us he left the states four days ago.

#### SECRET

H B A D Q U A R T E R S RECONNAIGNACE BOUADRON (Fighter) APO #766, U.S.Army

1 October 1943

SUBJECT: Monthly Historical Report.

TO : Commanding G neral, XII Air Support Command, APO #766, U. S. Army.

1. Following is a summer, of the Squadron history for the month of September 1943:

a. During the month of Se, tember 1943, this Squadron performed missions in the Italian Campaign under direction of VI Army Corps. Missions consisted mainly of reconnaissance of road nets and photos of targets. Missions adjusting naval and army gunfire were also flown.

b. Operations were conducted from San Antonio Airbase, Sicily until September 16 when the "A" echelon began operations from Sele Landing Ground, Italy. A total of 123 missions, 256 sorties were flown during the month. Two planes, P-51's, and one pilot were lost during this period.

Capaccio Landing Ground, Italy September 30, 1943.

Matter James R. BPERING, JR., Rajor, Air Corps, Commanding.

1530

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| She | set No. 1 WAR DIARY 111th Reconneissance Squadron Sele, Italy (Station)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Moi | oth of September, 1943 Prepared by Robert Angus, 1st Lt. AC 111th Recomme issance Sydn.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1   | DAY EVENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 1   | We began the month by being in the process of moving from Termini Landing ground to San Antonio landing ground near Milazzo. Pilots flew our planes down while the ground section took to the highways. The men are now in a fine grove of trees which affords good cover. The officers have a big villa just about 100 yards from the field. See is not too far off so we should do our share of swimming.                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2   | Major Dearing flew down to Palermo to a meeting with some naval officers. They want us to adjust some navy fire in the near future. Pourteen pilots from 'B' echelon arrived this afternoon. They found another nice wills near by and took over. Lt. Heiser moved our advanced ground echelon into the staging area near Milazzo harbor. Consists of two officers and thirty two enlisted men. Major Dearing flew down to Gele to a meeting of squadron C.O.'s of 12th ASC.                                                                                                                                                                                                                                                                                                                                                                      |
| 3   | tt. "eiser and his crew didn't get away last night but they did move into the staging area this morning. Lt. Artis made another attempt to secure woolen clothing for the men but got the same old answer that all woolens are rozen. First thing you know our men will be frozen too. Same answer on the cots for our pilots.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 14  | Captain Vessells, public relations officer, errived today to talk over photo and radio coverage of the coming 'show'. Looks like the 111th is going to get some publicity. Major peering again flew to a meeting. 'his time at Casabelite.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5   | Mail call proved to be the only incident of interest today. Everyone is all keyed up for the new action. Squadron has been out of action since August 20th and everyone is-strickly ready to get going again.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 6   | War Correspondent Kalph Howard, NHC announcer, arrives to prepare for radio coverage of coming invasion. He claims that our pilots report of the progress of the 'D' day will be first report to reach the states. Major Beering flew to enother meeting at Catania. It was called by N.A.A.F. Major General Spatz congratulated major Deering on fine work the squedron did in the Sicilian Campaign. After the neeting officers stationed at the field at Catania lured our C.O. into a cray game and donated five hundred dollars to him. Proceeds went on several cases of champaigne for the squadron. Armement section got a work out when several pilots had a little gunnery practice and shot up 1400 rounds of ammunition. Remainder of ground crews from 'B' echelon finally arrived from Gela West. Thole squadron is together again. |
| 7   | Two public relations enlisted men arrived to get photo coverage of squarron during coming action. Captain Zimmerman, who ably assisted us in the Sicilian Campaign as photo interpreter, rejoined us today. C-17 overshot the field late today and almost got one of our precious P-51. Lt.(SG) A.H. Hewitt and pilot Lt.(JG) W. R. Austin arrived to give the pilots special training in regard to adjustment of naval fire. Major Degring                                                                                                                                                                                                                                                                                                                                                                                                       |

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Sheet No. 2 MAR DIARY 111th Reconneissance Squedron Sele, Ita

Month of September 1943

Propared by ROBENT ANGUS, 1st Lt. AC 111th Reconnaissance Sqdn.

- made his daily flight to enother meeting, Armanment section recieved some additional fraining while working on Spitfires, P-LO's and a P-38 belonging to 64th Fighter Wing. The author just looked back and discovered a grave error in the preparation. It is Lieutenant General Spaatz and not defor General with one 4.

- 8 all the officers attended a meeting in the intelligence tent where Major Deering gave a brief outline of palm of action and the part the squadron would be expected to play. Press men took pictures of the meeting. Major Deering and Lt. Modrall will fly the dawn mission in the morning. The C.O. gave a talk to the enlisted men explaining part of the set up in brief. News of Italy's surrender heard over the radio. Most of the pilots were a little sore because they figured we would not get into any action. Three Italian prisoners of wer serving as helpers in the officers mess, were all smiles when they told them the news. We told them they were no longer prisoners but they insisted they couldn't be released and wanted to stay with us.
- 9 Lajor Deering and Lt. Modrall took off at 0620 hours to run a recommaissance of the allied landing. Each on the ground after the flight Lajor Deering made the following statement to ar. Howard, radio press man; "the weather was slightly hazy and visibility was not too good. I didn't see too many ships myself. There were warships hanging off shore in the haze. There was a whole bunch of landing ships moving in towards shore and other bunches at places on the beach. I couldn't detect any gunfire either on land or from the ships at sea. Everything seemed peaceful. There was a tremendous Allied air cover over the whole area and I saw no sign of enemy sireraft. Flight Leader Lt. Modrall, the weaver on the mission, added this; "They were landing to beat hell! down there below. I saw all kinds of landing craft. there seemed to be warships end smaller craft all over the place." To \$/\$gt. Spieser, of Whicita Fells, Texas, and \$gt. Owen, Decatur, Alabama, goes the honor of crew chiefing the first planes in our squadron to fly over Italy. Later pilots reported they never saw such air cover. The air was just full of sllied planes and there just wean't any room for enemy planes. Boys flew a total of 12 missions for twenty four sorties. Everyone is quite happy to be in action again. Sgt Tudor of the armament section had a bid day. He was riding the wing while one of our ships was taxing and fell off. Just a few ribs dented.
- 10 Lt. Rafanelli, our executive officer, finally got a raise in pay. He became a Captain on 3rd Sept. 1943. Since March we have been writing latters trying to get some more armament men. Today in walked five brand new PRC ermorers. General Cannon was an unexpected visitor today. He gave some information on the invasion progress and congratulated us on the good work we were performing. It was 'Uncle Joe' Cannon who secured the first p-51 for us back in March. About seven o'clock an Italian palne, SM 79 trimotor job chase in escorted by a Seafire and a Gruman Wildcat. The Italians had flown all the way from Milan to surrender. Hanaged to perform a total of nine missions and eighteen sorties. Lt. Arits's problems increased when tail wheel tires and tubes went on the critical shortage list. The long trips to Italy are really putting the hours on our ships.

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Sheet No. 3 MAR DIARY 111th Reconnaissance Squadron Sele, Italy month of September 1943 Prepared by ROBERT ANGUS, 1st t. AC 111th Reconnaissance Squh.

six hours for the transports we gave up. Another false alarm. Learned later that the reason we didn't move to the new field was due to the feet that the field was under shell fire from 'Jerry'. Colonel Hart, from Cith Fighter ? Wing, stayed most of the day getting the results of the ten missions we flew today. Advanced ground ection landed near Salerno, Italy and Lt. Memillen, photo officer, led the men to within a mile and and half of the enemy lines before discovering where they were. They spotted a German tenk burnt out on the side of the road and went over to see what he could pick up. Found three dead 'Jerries' still warm and the sergeant lost his enthusiasm.

back to us today. They are Major Quello, 17th Infantry, "ajor Coykendall, ofth Armored Regiment, and Captain Loury, 20th Field Arithlery. 1st Lt. Deemer bailed out over taly and got down okay." e and Captain Capt. Armstrong were out on a mission when three Pritish Seafires jumped them. Capt. Armstorng gave the recognition signal and two of the planes turned off. But the third one made three passes at Lt. Deemer and still didn't see the big star on the wings so he cut loose. Lt. Deemers plane caught fire and over the side he went. The received burns on his face and hands. Here is 'Doc' Lesters statement;" Lt. Deemer during violent evesive

action previous to being hit, let his oxygen mask slip down from his lave. When fire broke into the cockpit, Lt. Deemer realized the danger of sustaining burns of the face and hands as result of these surfaces being exposed. However, because of the low altitude of the encounter there was no time to adjust the mask of goggles. We kept his eyes closed and bailed out as quickly as possible. Lt. Deemers legs were not burned. He st tes that down and tucked them inside his socks. It is important to note that no areas of skin covered in any way were burned. Lt. Deemer had no difficulty pulling the ripcord. The parachute opened properly and the harness, which he had adjusted just upon hitting the ground and was not dragged. It is important to notice the lack of injury by properly adjusted parachute harness.

'Yankee' Deemer only had this to say; "when I hit the ground I just laid there for fifteen minutes fingering the dirt. Never felt so happy in all my life. Even forgot how mad I was at the British pilot. By the way I met the pilot later on . He was a mojor and just said 'So sorry'." Despite the excitement we managed to fly eight missions today. Had part of the day was losing that valuable P-51.

13 Recieved another movement order today. Hope it isn't a false alarm too.
Managed to get in seventeen scrties of 12 hours and 10 minutes flying
time before dark. It. Hamilton landed nearPasstum, Italy and flew back
to Catania with a special me sage from General 2xx Glark. Plew out three

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Sheet No - 4 WAR DIARY 111th Reconnaissance Squadron Sele, Italy

Month of September 1945 Prepared by CREAT ANGUS, 1st t. AC
111th Reconnaissance Squa.

- 13-tail wheel tires today. Getting replacements is really a job. Engineering crew really went to fown today. Rad one ship out for bettery change so they ran a 200 hour inspection on it while waiting for the battery. At. Randerson, our House of David engineering officer, took a check flight to make sure the plane was okay. Communications section kept up the pace by completely retuning all the transmitters in every one of our ships. Lt. Framer became the most popular man in the outfit when he brought in our lone P-39 with three sacks of mail stuck all around the cockpit.
- 14 'A' Ecclor woved all their equipment down to the runway ready to lead on the expected transports. Received word at moon that the new field was not quite ready yet. No amount of cussing was heard as everyone unrolled their bed rolls again. Bight missions were flown despite the change in plans. Last mission came in after dark tho:
- 15 'A' pehelon pilots took a rest while the other half flew the missions.
  Amouted to thirteen sorties too. D.dn't have much excitment but saw
  'beaucoup' flak. The Allision factory representative ceme by today and
  gave M/Sgt. Stepchinski's boys some valuable suggestions on trouble
  shooting on carburestors. "ajor hing, liasion officer form the Fifth Army,
  passed out this pat on the back; "You have given us more information
  today than all the other recon. squadrons have given us in a week."
- 16 Got another movement order today real early. Contrary to expectations six transports came in at 0800 hours. \*A\* Echelon got on board-29 officers and 63 enlisted men. Made it to Sele landing ground, Italy in two trips. Just after we landed eight 'Jerries' came in from the sea. Before we could get to a hole the ack ack boys had nailed four of them. But the one that came right over the field made moles out of everyone. All the sections set up immediately for operations and before dark we slipped in 12 missions. Advanced ground echelon already at Sele were 'on the ball' and all set for operations. Captain beiles really got the communications section hoping and not only leid a squadron telephone network but by dark had lines to 12th ASC. They were straffed by two FW-190's but recovered to finish laying the line.
- 17 Lt. Deemer got the Purple Heart for his burns. He still has scabs on his face and looks like 'Scarface Al'. Four ME-109's scattered us again right at noon. Bunch of nurses had just landed and did they scatter. Momen all over the place. Lt. Berl went out to adjust fire of one of Uncle Sam's cruisers. We could see him off in the distance and also see the cruiser sailing up the bay firing. 'Shorty' Earl saw a big bivouse area below a high cliff. So he adjusted the fire to hit the cliff and tumbled tons of rock down on the Germans. Sound judgement there. Besides that mission we flew eight others getting many good photos for the VI Corps. Lt. Artis spent the day bouncing around in a jeep trying to find a service group set up to dispense supplies. Just aren't any around yet. Engineering section formed a chain gang to service the ships using five gallon bedons. Really a rugged deal. Most. Johnson ran out of wire so he took his crew out and they took up several miles of German lines and put the wire into use. Photo section had only one failure today. Film slipped off track while plane was in the air.

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Sheet No. 5 WAR DIARY 111th Recommaissance Squadron Selo, Italy
Wonth of September 1943 Prepared by ROERLY ANGUS, 1st t. AC
111th Recommeissance Squa.

- 18 No one even bothered to get out of bed when Jerry bombed the boats in the nearby harbor at 0045 this morning. Planes flying from first light to dark getting in twenty two sorties. Captain files set up a VHF ground station to adjust artillery fire, here is how the deal worked. It. Earl circled near the target and called in adjustments on the VHF. Captain Loury, A.L.O. from 26th Field Artillery, sat by the ground station and releyed Barls word to a 155 battery located a mile away. Excellent results were observed and a Jerry battery was completely silenced. It. Micks stood guard up there to warn of any approaching enemy aircraft. North American factory representative was down in the engineering section when one of our aircraft came in with low manifold pressure trouble. He suggested several ramidies and the men went right to work. Had a little bed luck when a camera ran out of film on a photo run. Film is mighty hard to get these days. Our prisoner mess orderly found a bugle and startled all the officers out of a years growth by blowing revillie at dawn. Sgt. Palmer, our Texas mess sergeant, acquired a bull and we had fine steaks today. Late in the afternoon kajor Deering brought in our monthly whiskey ration of six bottles of Seagrams.
- Bright and early this morning 'light Surgeon Lester and Adjutant
  Lt. Angus made a tour of the bivouse area. He men have done an excellent job of camou'lage. Mosquitoes are plentiful and mosquitoe bars are the most prized possession of everyone. Almost all the men have made some kind of a cot to get off the gound. Morale is excellent due to good food, mail call and being busy. 2nd 4t. Dickson, Huntsville, Alabama, crashed while circling in the traffic pattern. He ran into flak near Naples and it is possible that some flak damaged his rudder control and he lost complete control over the 'ield. The short 'Rebel' will be missed greatly, for he was a likeable dern good pilot. Besides Lt. Diskson's mission we flew eight others. Lt. Artis found a supply dump and loaded a bunch of steel chairs on a truck when he found out they belonged to General Clark. Needless to say he unloaded them in a hurry. S/Sgt Carothers, crew chief, took his ship apart to find out why his ship was hard to start. He found the service squadron had connected the primer line to the manifold pressure line. Meen the primer was used it would prime only one cylinder but still the pilot was able to get a manifold pressure reading. Photo section is hampered by a bad generat to but no replacements are available in Italy.
- Just a regular run of the mill day. Pilots flew fourteen mi sorties to put our quota away up in the three figure brackets. Engineering section had a generator in very bad shape. It should have been a factory job but generators are precious over here so the men set to work experimenting and did a complete overhaul job. A mosaic of Ischis Island was flown for 12th ASC. Lt. Hicks, our 6'4" Texan, flew one half and Lt. Schultz the other half. Coverage of the Island was complete, a very remarkable feat for a fighter type aircraft operating around 10000 feet. Northwest African Photo A commaissance Ming refused the same mission because they must be given forty eight

Sheet No. 6 MAR DIARY 111th Reconnaissance Squadron Month of September 1945 ROBERT ANGUS, 1st Lt. AC Prepared by 111th Reconnaissance Sqdn. 20 -- hours notice. The 111th was given one hours notice and delivered the prints six hours later. 21 Only excitment today outside of the eight sorties flown was watching a B-24 come in with one prop feathered and another engine smoking. Had the crew up for lunch. They told of getting hit over Sardinaa and losing most of their gas. Heading for the Italian mainland they started losing altitude and the crew began heaving everything over the side. When the lended they only had one fifty caliber left. Lost another generator today. Burnt out a part that can't be replaced over here. Lt. Heiser, transportation king, had to pull several 6000 mile inspections on our new vehicles. They really take a beating in this country. 22 A very quiet day with operations recording fourteen sorties for the day.

All the pilots are really getting away up there with their sorties. 23 Captain Armstrong and Lt. Mitchell were running their engines up on the end of therunway when a B-26 came diving at the runway with wheels down. It was coming in so hot that the wheels didn't touch until two thirds of the runway was gone. "ight over the end of the runway went the ship and into a ditch. 't capught on fire immediately. Everyone got out okay. Under heavy intense flak Lt. Hicks took photos that proved to be of great value to army ground forces. The account is written up in the special summary. C.O. put in a recommendation for the D.F.C. for Lt. Hicks. A total of twelve sorties were flown. 24 Order came out innouncing award of 1st Oak Leaf Cluster for Lt's. Bush Bruce, McGowen, Wardrip, Bright, Barl, Hamilton, Lamb, Lincicome, Meynier, Waddell, and Aeys. Lt. Hicks got his second Cak Leaf Cluster to the Air Medal. Air Medal and 1st Oak Leaf Cluster goes to Lt's. Deemer, Gentzler, Mearrell and Manderson. Ceptain Armstrongcame in for his second Wak Leaf Cluster. Despite the excitment a total of eighteen sorties were flown. 25 2nd Lt. ohn Labuskes, New Tork City, joined the squadron today. He has been thru the British O.T.U. in Palestine and should prove a valuable addition to the squadron. War Correspondent Irving Smith interviewed a bunch of the boys today. Sorties totaled twelve today. 26 Excitement for the day was furnished by Lt. Salmon, who encountered flak on a mission that caused his engine to start smoking. 'e brought her in in a hurry before it could catch on fire. Ean five missions in murky 27 Ammiversary for the squadron--oversees a year today. Dawn mission had to come back due to bad weather. Got worse during the day and we had a terriffe thunder, lightning and rain storm. It rained last year when we got on board the Queen Mary heading for England. 28 Dawn brought clear skies but our landing ground was under a foct of water. Everyone settled down to a day of runny, poker and cribbage playing.

Shout No. 7 WAR DIAMY 111th Reconnaissance Squadron Sele, Italy wonth of September 1945 Prepared by ROBERT AROUS, 1st 1t. AC 111th Recommeissence 394n. 29 It rained again so everyone went back to bed. Not a thing stirring.
It will take a week of sunchine to get our field ready again.
30 Planes from 'S' asalza cahelon landed at Cepaccio landing ground here
in Italy and we get in one mission before dark. While we are bogged
down at Sele the other boys can fly the missions off Cepaccio. THIS DAME IS HNOT ASSISTED

Sheet "o 1.

SPECIAL ACCOUNT

111th Reconnaissance Squadron

MONTH OF: July /443

Frepared by: Dave C Nearell 9.

DAVE C. HEARRELL, JR.,

1st Lieut., Air Borps,

111th Recon Sq.

Took off at 15:10 on July 8, 1943 to join supposedly the 27th over Korba at 15:20 but planes were already on their way so we joined them. They were flying 2 flights of 12 ships each, 3 elements of 4 in each flight. The first flight was on the left. My flight joined on their right. The second flight of 12 was on our right and behind us. We crossed the coast about 5500' climbint steadily and turning slightly about 3 mi west of Licata. A few bursts of flak to the right of the 2nd flight of 12 whips but on the right altitude. Then the flak became more intense. We proceded on our course towards Caltanisetta by this time the second flight was line abreast with the first flight and about 200' lover. One element of the 2nd flight was ahead of the first flight. We were climbing all the time and my wingman and myself were trying to weave but were unable to because of the crowding of the 2nd flight. The flak (all that I observed was heavy) followed us for over 10 mi., untill we were about 9000'. Apparently the flak was coming from around Licata. Some of the flak burst in front of the flight but there were no hits to my knowledge. One concussion rock my ship some. The bombers of the second flight dropped off and proceeded to Enna and the first flight started their run on Caltanisetta, from 10,000°. I made a wide circle to the left and at 10,500° and came over marget I observed the first 4 hits, one on the highway, one nearer town south of the highway and one directly on what appeared to be a two railroad station. I snapped 3 or 4 pictures and then split down to 15000' to join the bombers to observe the road junction north and west of Gela. One light truck was breed loaded with personnel, headed west. The lake south of the function was to be observed. It was pretty well weeded but will be visable at night. On a sandy knoll south east of the lake was a square building with rows of dark shadows in frat of it. Appearing to be foxholes or supplies. I was unable to take pictures because the battery was out, the flight headed out to sea. Weaver located man on dingy, weaver circled once and called on "MAYDAY" giving his call sign. Landed at 17:15. Suggest that when Recon planes are going out with bombers that they do not get between two flights or behind either flight because of flak.

Sheet No 1.

SPECIAL ACCOUNT

MONTH OF: July 1943

111th RECONNAISSANCE SQUADRON

Prepared by: ROBERT J. SALMON,

lst Lt., Air Corps, 111th Recon Sq.

Took off at 15:10 on July 8, 1943 to pick up flight of 12 4-36 over Korba at 15:20. Turned towards Korba and found 4-36's already flying out to sea on the deck. We caught up with them and took up our position with them making 14 ships flying line abreast, with the second squadron slightly to the rear and to the right of us. We flew on the deck untill near the island, then we started climbing and crossed the coast at 5500'. We crossed just to the left of Licate when we were climbing to 9500'. When we were about 6000' heavy flak started bursting slightly below us and to the right and rear. I called 'flak' twice on 'E' channel. With one flight of A-36's on my left and the other slightly below and on my right I could not do much weaving. They seemed to close in when the flak got heavy. The bursts were at our altitude and one slightly below with the majority of them breaking just behindus. It was heavy flak and continued untill we were 15 to 25 mi., north of Licata and had reached an altitude of 9500'. I made a circle and followed the last 4-36 down on the target, noticing where the bombs landed. We flew south east and then south. Again getting into formation. We were flying line abreast again shortly we crossed the coast, headed towards sea and home. I was flying on the end position and farthest to the right. We were flying 14 on the deck at 300 mph. Off my right wing, approx., 100 yds I saw a man sitting astride a life raft and waving to us vigorously.

I rocked my wings to let him know I had seen him and then called "May Day" on 'D' channel three times and gave my number (Sparta 67) three times from an altitude of 1300'. A reply came back but it was weak and I cound not hear it at all. None of the other planes followed to catch up with them. The raft was approx., 15 to 20 mi off the coast on a heading of 264° from a small lake over which we had flown. I caught up with b rest of the flight and proceeded home.

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Sheet No. 1

SPECIAL ACCOUNT

MONTH OF: July 1943

111th RECONNAISSANCE SQUADRON

Prepared by: loge & Hicks, RCGapt L. HICKS, Capt., air Corps,

111th Recon Sq.

Took off at 18:25 on July 24, 1943 behing sixteen 4-36's of the 27th Bomb Group. Twelve (12) of their ships loaded with bombs, 4 unloaded and flying top cover for the whole formation. Rendez-vous over our field at 18:30. Their ships flying four formations of four line abreast. two Recon ships line abreast on left side of their to the North untill north coast was crossed. Turned northeast still flying out into sea, then flew east passing over southern tips of Lipari Island. Turned south towards Milazzo Harbor which was the target. At this time four ME 109's passed approx 2000' overhead from east to west. One Me 109 appeared to peel off but was turned back by our topcover. This is first sight of enemy fighters by any of our pilots, showingsmall amount of Air opposition. Approach was make to the target from north to south. Target was passed over by divebombers which then peeled off attacking the target from south to north in contrast to their approach from the north. Began photographic run over target from west to east at same time dive-bombers began their attack. Photo run finished, turned north to sea, no friendly ships in sight. (weaver mistock my first dive on target to be in same direction as attack by dive bombers.) Weaver followed and we were seperated. Passed withing sight of target on sea side. Chserved one large smoke pall in city, bomb burst on ships and docks. Light caliber barrage type flak busting at approximately 6000'. Heavy caliber accurate flak then opened and ship was braketed for short period even as I progressed to sea. Passed from range but was again fired on, by accurate flak as I crossed enemy coastline between Gloiosa Marea and S. Giorgia. Flew weaving course home. Encountered no more flak of any type. Landed at 19:40.

#### 111TH RECONNAISSANCE SQUADRON (FTR) INTELLIGENCE SECTION A.P.O. 766

13 October 1943

INTELLIGENCE OPERATIONS SUMMARY FOR SEPTEMBER,

l. This squadron began operations in the Italian campaign on  $\mbox{\tt MDM}$  Day, 9 September., from San Antonio landing ground in Sicily. Pre-arranged road and area reconnaissance missions were the results of which were broadcast in the clear on 5890 k.c. Only enemy information was broadcast being given twice in voice and once by C.W. Capt. Hallie Chisholm with six enlisted men and a radio truck of the 3rd Communications Squadron were attached to our unit for that purpose. Pilots reported all heavy movement of traffic and large concentrations to the control ship in the Salerno area by VHF radio. In addition, the 27th and 28th Light Bomb Groups were notified of targets and the XII Air Support Command (Rear) was given a complete report of each mission either by phone or radio and confirmation copy by

courier plane.

On 14 September, crews began landing on Paestum landing ground, Italy, for special missions and interrogation by liaison officers of the Fifth Army.

On 16 September, one-half of squadron moved to the Sele landing ground, Italy, and immediately began operations. We were attached to the VI Corps for operations with the Fifth Army reserving the right to request special missions. The same system of reporting results was used, the broadcast being handled by Virgil W. McCall of the 2nd Communications Squadron. In addition, telephone lines to VI Corps and Fifth Army were used and results were also sent over teletype to XII Air Support Command (Foward) and to the 64th Fighter Wing.

Weather prevented missions being carried out on the 27th and 28th of September and on the 29th the condition of the field, after heavy rains, grounded all planes at Sele L/G. Due to this situation the other half of the squadron stationed in Sicily was moved to Capaccio L/G on 30 September and began operations at

that field.

A total of 152 missions and 317 sorties were flown. The number and types of missions are broken down as follows:

A. NAVAL SPOTTING. Nine missions of 18 sorties. Several days before the invasion of Italy, two Navy officers, Lt. (Senior Grade) A. H. Hewitt and Lt. (Junior Grade) A.H. Austin, U.S.N., were attached to the squadron for the purpose of instructing the pilots in Naval artillery adjustment methods and to supervise the work when the operations actually started. Lt. Hewitt conducted meetings with the pilots and discussed theory of adjustment while Lt., Austin, who is a Navy pilot, discussed adjustment from a practical pilots viewpoint

Lt., Austin, who is a Navy pilot, discussed adjustment from a practical, pilot's viewpoint.

On invasion day, four missions were planned for Naval spotting alone. Arrangements had been made for the exclusive use of one VHF channel for this work. The squadron was operating from San Antonio airport near Milazzo, Sicily, and upwards of 2 1/2 hours of flying was required for the planes to go to and from and remaining over the target area at least one-half an hour. The schedule was arranged for our planes to be over the target area constantly from 0800 hours to 1000 hours necessitating four two-plane missions in half-hour shifts over the target area. This meant that first take-off was slightly before 0700 hours; second take-off slightly before 0730 hours, etc. The first team landed at 0935 and the balance at approximately half-hour intervals.

The missions were run off without incident. Mission #1 gave a radio report of the general ground situation after it had been determined that the target selected was beyond the range of the available warship. Mission #2 relieved #1 at about 0830 hours and further reported the situation to the controller. By this time a larger vessel had come up to begin fire so #2 commenced his adjustment. Several salvos were fired but observation was difficult due to continuous explosions in the neighborhood. At approximately 0900 hours, #2 turned the job over to Mission #3 which had just arrived. Number 3 adjusted the fire and brought salvos to within less than 100 yards of the target before he was relieved by #4. Number 4 was told to reconnoiter the beach area and roads rather than adjust fire. This wound up our

Naval fire adjustment for the day.

We resumed adjustment of fire for the Navy on 17 Sept., after we had moved to Italy and could operate over the target area continuously and for longer periods of time. This day we ran four spotting missions, also, and all were highly successful. Naval fire adjusted on the first mission destroyed and enemy artillery battery and also dropped six shells in an area described by the 45th Division as an enemy bivouac. Mission #2 directed fire onto what was apparently an AA battery and silenced it. Mission #3 was assigned to adjust the shelling of the town of Altavilla. Thirty-six hits were observed on the target. Mission #4

was assigned to further reduction of the town. Fifteen hits were observed on the southwest edge, east edge and center of the target. Fire was also directed onto a road southwest of town and several hits were observed --- one believed to have directly hit an enemy truck. This wound up operations on Naval spotting for the day.

The following day the enemy was withdrawing beyond the range of Naval guns and only one target was available. This was a series of square, built-up positions believed to be gun emplacements or dug-in tanks. Fire was ordered and direct hits were observed on this target. By this time, the enemy had completely withdrawn beyond the range of even the largest Naval guns and our operations with the Navy were condluded.

All sources considered, the Naval artillery adjustment was successful and the squadron looks forward to the resumption of this type of operation at a later date.

B. ARTILLERY ADJUSTMENT. Four missions of eight sorties. Adjustment of long-range field artillery: Attached to the squadron as air liaison officer is Capt. Paul R. Lowry of the 9th Division Field Artillery.
Capt. Lowry instructed the pilots in artillery adjustment methods and supervised our shoots. The first of these shoots was counter-battery fire adjusted at the request of the 36th Field Artillery. Heavy overgrowth made accurate observations difficult but fire was directed right on the given target area. The 36th Field Artillery did not report fire from this source again. The second shoot was held at 1700 hours on 24 September. Adjustment was made on a road crossing for registration to allow accurate transfer of fire to other targets. Shoot #3 was run off on 25 September late in the afternoon. Radio contact was very bad and after four rounds took approximately one hour and 15 minutes to adjust fire close to the target, the pilots returned to the airdrome.

The last shoot was run on 26 September. This was completely unsuccessful due to cloud formations blanketing

the target and making observations impossible. Radio contact was again badd

Aerial adjustment of long-range artillery with pursuit type aircraft may eliminate any difficulty the batteries now have in getting on target at maximum range. Communications difficulties should smooth out when we start operations over more favorable terrain.

C. COURIER. One mission of one sorties. Flown on 13 September under Lt. Gen. Mark Clark's orders.

. . . . .

D. FSCORT. Two missions of eighteen sorties. Flown in escort of two flights of six C-47's each, which were used to move the A Echelon (forward half of squadron) on 16 September.

E. PHOTO. Nine missions of eighteen sorties. Covered photographic requests from X Corps (British), XII Air Support Command, and divisions of the VI Corps. In addition, photos were taken on 55 of the 127 visual recommaissance missions. Strips totaled 145 with an average of 7.8 negatives per strip of which 6,000 prints were made and distributed to the various G-2's concerned.

Capt. William E. Zimmerman, on DS with this squadron from the XII A.S.C., performed first phase interpretation, his findings being reported in the same manner as mission reports. Prints of each mission were available for the headquarters requesting the mission as well as VI Corps, V Army and XII A.S.C.

- F. VISUAL RECONNAISSANCE. One hundred and twenty-seven missions of 254 sorties. Covered road nets in the area Terracima M-3798, Sezze G-2223, Frosinone G-4637, Isernia H-1932, Bovino O-1295, Potenza O-5328, Sapri T-3965.
- 3. Enemy aircraft were sighted on 12 missions. However, no attempt was made by them to enter into combat with our planes. Consequently, there were no claims or losses. The largest group of enemy aircraft sighted was four planes and none were seen after 19 September. Breakdown of the types and dates is as follows:

| Date |          |       | JU-88 | ME-109 | FW-190 |
|------|----------|-------|-------|--------|--------|
|      | eptember |       | 1     | 4      |        |
| 10   |          |       |       | 4      |        |
| 11   |          |       |       | 2      | 2      |
| 13   | n        |       | 2     |        |        |
| 14   | Ħ        |       |       |        | 2      |
| 16   | Ħ        |       |       | 1      |        |
| 17   | Ħ        |       |       |        | 3      |
| 18   | Ħ        |       |       | 1      | 4      |
| 19   | п        |       |       |        | 3      |
|      | T        | otals | 3     | 12     | 14     |

4. Flak was encountered on 74 of the 152 missions. However, no damages or losses were sustained. Pilots were briefed to give other friendly aircraft a wide berth as large formations of A/C attracted the attention of enemy anti-aircraft personnel, whereas our two-plane missions could in some cases get by without being

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noticed. It was also apparent in a number of instances that the enemy would hold their flak on a small number of aircraft to prevent revealing their positions. Flak positioned observed by our pilots were pin-pointed and photographed on several occasions.

5. Casualties. One pilot killed and one injured. Two planes destroyed.
On 12 September one pilot was injured and his plane destroyed

after being attacked by a British Seafire aircraft over friendly

territory in Italy.

On 19 September one pilot was killed and his plane destroyed in a crash adjacent to the Sele landing ground in Italy. Cause of crash w s not determined.

For the Commanding Officer:

JACK W. FLOWERS, Capt., A. C., Intelligence Officer.

OFFICIAL:

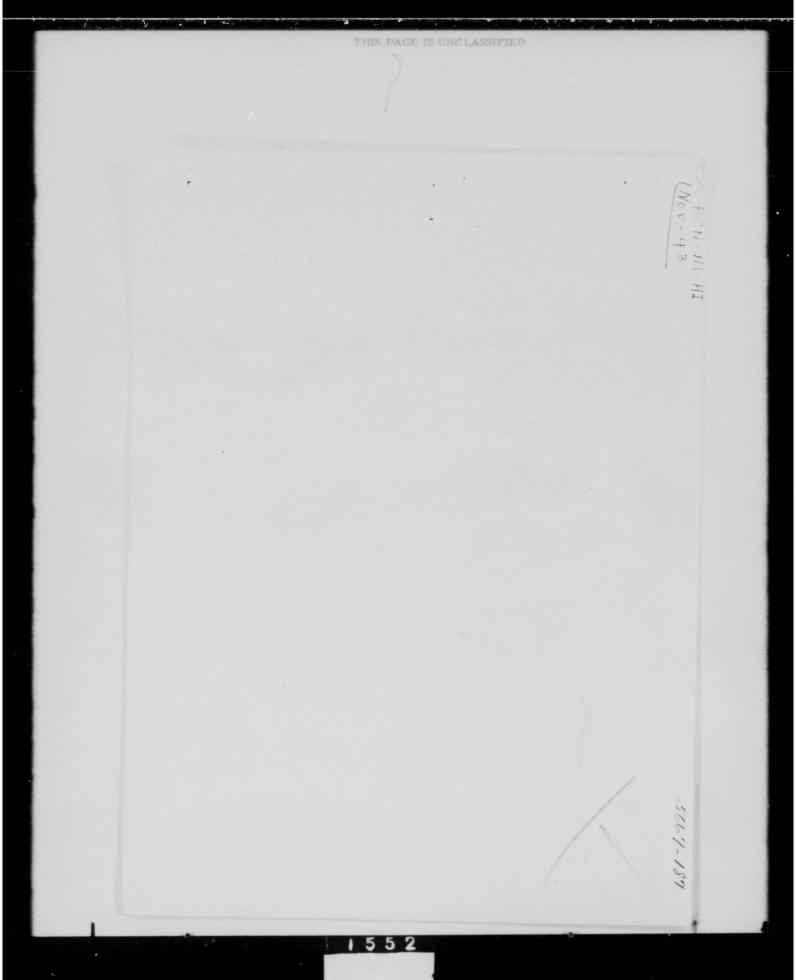
lst. Lt., A. C., Adjutant.



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|              |                           | ISTORY IIITH RECON                                 | NAISSANCE SQUADRON                                          | _ |
| Month        | of <u>October</u> , 1943. | R                                                  | OBERT ANGUS, let Lt.,                                       |   |
|              |                           | 1                                                  | 11th Recon Sqdn.                                            |   |
| 01           | ther half moved in to     | Capaccio landing ground                            | anding ground, Italy and the                                |   |
| 00           | onditions at Sele pre     | vented one echelon from                            | operating.                                                  |   |
| 5. Ad        | lvanced party move to     | Pomigliano Airbase six went to Capaccio to op      | miles from Naples. Runway was                               |   |
|              |                           |                                                    |                                                             |   |
| 13. Pi<br>Re | lots and aircraft mov     | red up from Capaccio to as most of the time.       | begin operations at Pomigliano.                             |   |
| 14. Re       | ar echelon moved up f     | rom Canaccio and accin                             | the Squadron is all together.                               |   |
|              |                           |                                                    |                                                             |   |
| one r-       | 1, crashed on takeoff     | nd 310 sorties were flo<br>, and one A-36, crashed | wn. No claims, Losses were<br>on landing. No one was injure | d |
| in the       | two planes.               |                                                    |                                                             |   |
|              |                           |                                                    |                                                             |   |
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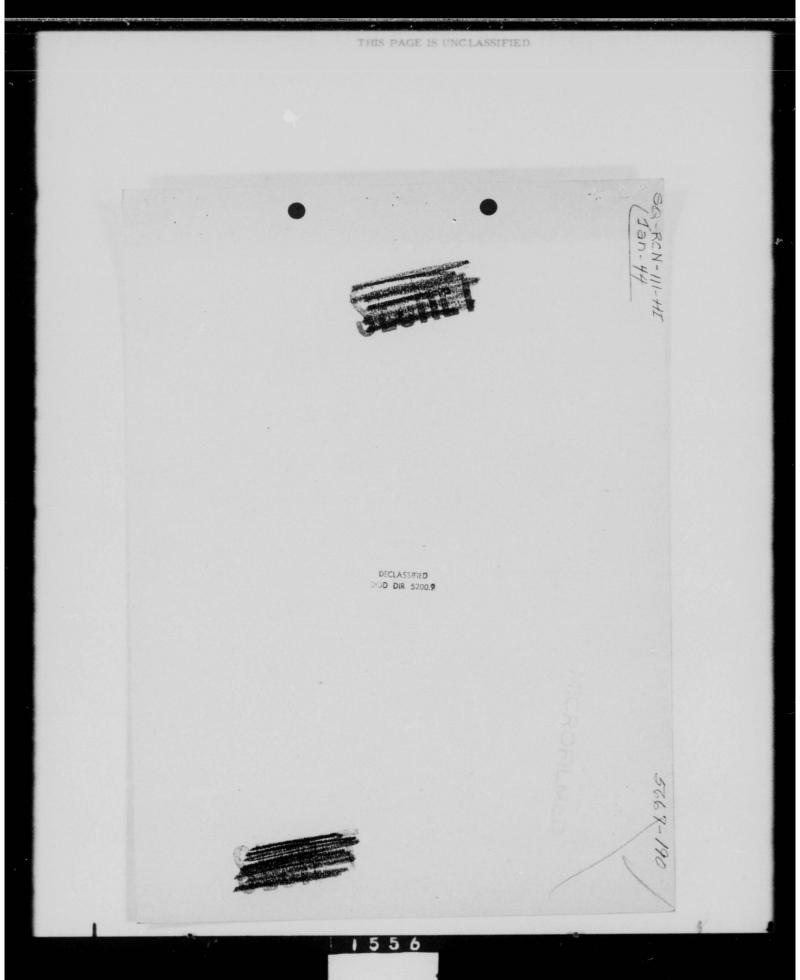
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| Sheet | No_ | 1 | OUTLINE | HISTORY | lllth | RECONNAISSANCE | SQUADRON |
|       |     |   |         |         |       |                |          |

Month of NOVEMBER 1943. Prepared by Robert Angus Captain AC 111th Recon. Sqdn.

DAY

- Squadron operating from Pomigliano "ir Base, Pomigliano, Italy. Strength of command is forty three officers and one hundred and sixty seven enlisted men.
- 1st Lt. Bright bailed out near Capua when his engine caught on fire. He landed safely near a gun pit and returned to the unit.
- 2nd Lt. Lennon was forced to belly land a P-51 at Paestrum when the hydralic system went out, radiator overheated and the prop ran away.
- The airfield was bombed by six FW-190's at 0730 hours. No casualties but one P-51 had to be turned over to the service group for repairs to bomb damage and another plane had to be deadlined for minor repairs.
- lst Lt. Bernard McGowan tested a P-51 against an FW-190 flown by Lt. Clark of 85th Fighter Squadron. Lt. McGowan stated that 19 the Mustang showed up much better than the FW.
- Six airplane engine mechanics and one clerk assigned and joined today bringing the squadron closer to authorized strength.
- Total of 113 missions and 226 sorties were flown during the month. Two officers were sent to the US and an increase of five 30 enlisted men was recorded for the month.

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59-REN- 1112171" -Jan 4 4 H F A D Q U A R T F R S LLITH TACTICAL RECOMMAISSANCE SQUADRON APO 560 U.S. Army IA SUBJECT: Historical Records. : Commanding General, MII ASC, APO 374, U.S. Army. 1. Outline History of the 111th Tactical Reconnaissance Squadron for the period 1 January 1944 to 31 January 1944: a. Present Designation: 111th Tactical Peronnaissance Squadron (detached from 68th Tactical Reconn Croup) Changes in organization: Nil Strength, commissioned and enlisted (a) Officers 43 EM 169 (b) None (c) Officers 2 EM 3 (d) Officers 41 RM 166 d. Stations 1. Pomigliano Air Base (a) Date of Arrival: 5 October 1945 Movements: none Campaigns (1) Italy (2) Still in progress 13 1 the state

Z. Operations for January, 1944

- (1) Campaign: Italian
  (2) Nature of Operations: Visual and Photo Reconnaiss-ance, Naval Spotting (3) Number of missions and sorties for period: 175
  missions and 347 sorties.
  (4) Results of most important missions
- - (a) Mission: Visual Reconnaissance
    - Why was target important? Reconnaissance for enemy movement in Anzio hattle area.

January 22 1944, Time 1500 to 1700.

3 to 9 Mts both ways Sora to Atina. 3 Mts
moving M/ at J 6850. NMS 3 4631, Subject, J 1851, F 8763. 20 to 25
MES noving M. Tivoli to F 8271. A 36's dive bombing and straffing
this column at 1835. 25 MTs both ways Pora 1 6011. Twenty MMs
mostly SE Vetralia to 6594. Area Vetroli; Tarqummia, Civitavecchia,
Gerviteri covered by clouds at 5500'. Heavy here below. A MTs
moving E at F 5170 to Rome. 10 MTs noth ways Rome to F 5650. Driftmood called Frotest ship and asked to check assembly area of enemy
troops in Valmontone and Sezve. Estimated 150 MTs parked facing
M. 6 pulling guns, Sezze, J 2925, G 5021, G 3723. 35 MTs parked
facing SE at 0 1927 to Sezze. Diffeen MTs moving SE Norma to G
1927. 78 MTs moving SW plus 4 MTs moving MT Ceccano to G 3826. NMS
secondary and main roads Frosinone, Valmontone. Smoke and fire in
Telletri. Reported Driftwood heavy movement moving into area from
Geccano, Sezze and Norma. Light traffic at Valmontone. Geccano, Sezze and Norma. Light traffic at Valmontone.

#### (b) Mission: Mavel Spotting

- Thy was target important? Enemy battery and troops in Anzio battle area.
- Results:

January 22 1944, Time 0800 to 1030 Called firing ship in "Peter" area at 0815 on Called firing saip in "Peter" area at 0815 on "o" channel; no enswer so had controller raise saip on "O" channel. Finally got feir communication on "o" channel. Told to observe on target 41. 3 adjusting salvos; fire for effect on 4th salvo. Target reutralized. Shifted fire to buildings and gun pits and 2 salvos of fire for effect on buildings. Results not too clear due to smoke and dust; fall of snot well dispersed on targets. Moved to target number 67. 1st renging salvos caused flames at target number 68. Target neutralized. Two fire for effect salvos on

+ 2 -

bivouac area at F875325. No movement on adjacent roads at 0330. Three RR cars at 3 3839. At 0810 15 to 20 MT moving northwest from Perentina to 3 2348. No activity at Priverno. NMS Sezze, Prosinone, Ceprano, Itri.

- (c) Missions: Photo reconnaissance
  - 1. Why was target important? Enemy gun positions and movements in battle area.
  - 2. Results:

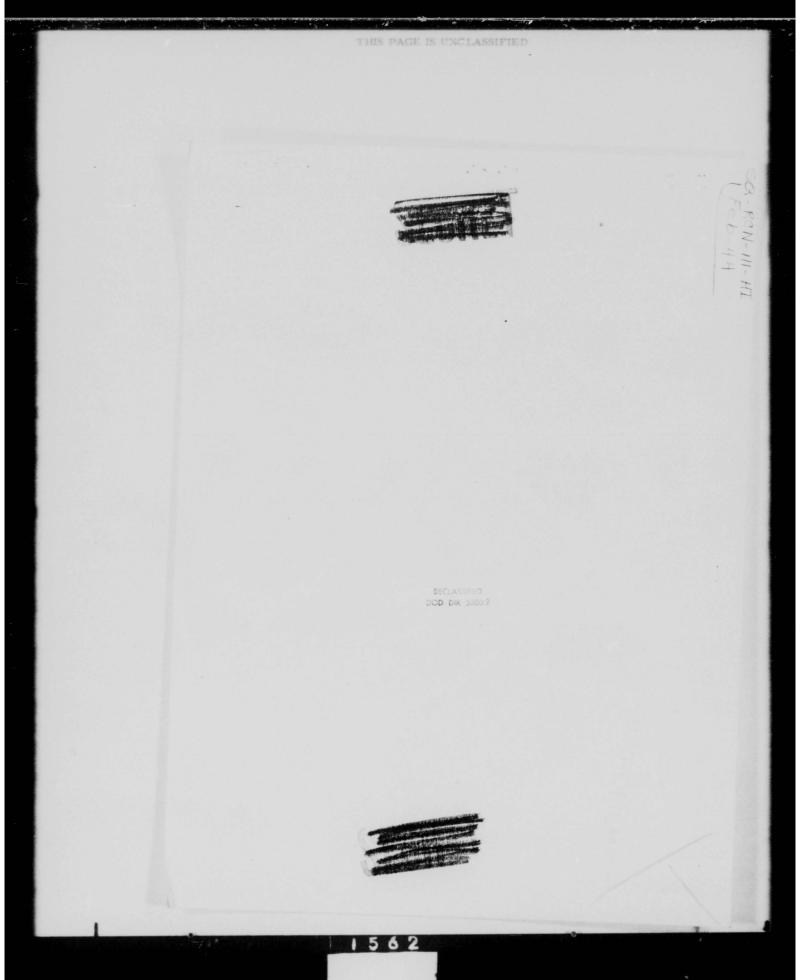
January 29 1944, Time 1500 to 1640

Tent like objects in orchard 3 470470. Bivouse at 6 465453. Wine MT, one burning G 466488 to G 465441. Area 464439 appears defended. Defended farm dwelling at 3 461432. Empty gun batteried F 727743 and F 765736. RR bridge F 746733 intact. Littoria di Roma A/D (F 755735) badly damaged. 13 plus A/C destroyed. 6 A/C appear intact but probably damaged. Factory area and M/Y damaged. 25 to 30 car trains at A 321103, A 817106, A 811109.

- h. Commanding officers in important missions:
  - lst Lt. Herbert A Jones led flight on mission (a) Captain Luther W. Randerson led flight on mission (b)
    (3) 2nd Lt. Dean R. Gilmore led flight on mission (c)
- Losses in action:
  - (1) Mission: Reconnaissance of Cassino area 10 January 1944
    - a. Killed: 1st Lt. Glenn F. Waddell 0-725824
  - (2) Mission: Reconnaissance of Venafro Italy area 19 January 1944
    - a. Missing: 2nd Lt. Jack R. Hodgson 0-800539
- j. Nil.

For the Commanding Officer:

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HEADQUARTERS

111TH TACTICAL RECONNAISSANCE SQUADRON FEB 44 RA /1ww/ APO #650, U.S. Army

: SECRET : By Auth: CG Twelfth AF : 1 March 1944 9418

1 March 1914

SUBJECT: Historical Records.

- : Commanding General XII ASC, APO 374, U.S. Army.
- 1. Outline Mistory of the 111th Tactical Reconnaissance Squadron for the period 1 February 1944 to 29 February 1944.
  - a. Present Designation: 111th Tactical Reconnaissance Squadron (detached from 68th Tactical Reconn Group) XII ASC.
  - b. Changes in organization: None
  - c. Strength, commissioned and enlisted:
    - (1) Wonth of Pebruary
      - (a) Officers 41 EM 166
      - (b) Officers 0 EM 1
      - (c) Officers 12 EM O
      - (d) Officers 29 B: 167
  - d. Stations
    - (1) Pomigliano Air Base
      - (a) Date of Arrival: 5 October 1943
  - e. Movements: None
  - f. Campaigns
    - (1) Italy
    - (2) Still in progress

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g. Operations for February, 1944
    (1) Campaign: Italian
    (2) Nature of Operations: Visual & Photo Reconnaissance, Art/R
          Spotting.
    (3) Number of missions and sorties for period.
           157 missions and 304 sorties
    (4) Results of most important missions
         (a) MISSIONS: Photo Reconnaissance
               1. Thy was target important?
                      Enemy gun positions & movements in battle area
               2. Results:
                   February 17, 1944 from 09:00 to 10:05
I FIELD BATTERIES
                   0-714160; 4 gun battery, unoccupied.
                   c-720161: 4 gun battery, probably occupied. c-713151: 4 gun battery occupied.
                   0-713154: 4 Weapon pits unoccupied.
                  G-714157: Trackage off road.
G-702139: Trackage off road.
                  V RAILWAYS, BOADS, BRIDGES, DAMS
0-721109: Severel hits on bridge, appears
                               serviceable.
                  0-716168; Road hit repaired.
                  G-718169: Road damaged, unserviceable.
                  G-797239: 5 gun battery.
G-797239: 5 weapon pits.
G-7933h6: Possible gun position.
                  G-792299: Possible 4 gun position.
                  C-856551: Single heavy gun pit unoccupied.
                            IV MILITARY ACTIVITY
                  G-796214: Mountain trail.
                 G-758346; Mountain trail.
G-843313; Possible supply dump.
                 G-867338: Slit trenches around buildings.
G-880355: Trackage.
                            V RAILWAYS, ROADS, BRIDGES, DAMS
                 0-855321; Road damaged by bomb hit but pussable
                 G-838319: Bridge intact.
G-867338: Road damaged but passable.
```

(b) MISSION: Visual Reconnaissance 1. Why was target important?

Reconnaissance for enemy movement in Anzio battle area. Results:

Pebruary 12, 1944 from U9:00 to 10:50 2 MTs mvg NE on secondary road N of Anagi at 0 3051. 25 plus MTs mvg both ways Valmontone to Rome. MMS Tivoli to Rome. 2 engines with steam up in M y at # 7805. 1 engine with steam up in M y at # 7805. 1 engine with steam up in M y at # 7805. L G at 3559 snow covered. Appeared unserviceable. One damaged A C on field. 25 plus MTs mvg both ways Monterosi to Home. 4 MTs parked facing SE at v 6780.

3 MTs scattered on road Falo to Rome. Train mvg MW at v 5465 with approx 20 cars. 60 plus RP cars in M Y at v 699. 4 MTs (possible moveable guns) at F 7954. 4 to 5 MTs parked at v 8837. Personnel around area. 8 MTs mvg both ways on secondary roads F 7551 to v 7834.

(c) MISSION: Art R Spotting.
1. Why was target important?

To slow enemy movements by destroying road bridges.

Results:

February 19, 1944 from 10:00 to 12:00 Made radio contact at 10:40 hrs. Good reception. Time of flight of seconds. 1st four rds for deflection and range. 5th round direct hit on NW part of bridge. Fire for Effect in groups of 2 rounds. 3 rds for range. 1 rd fire commenced. 1st hit 20 LL. 2nd hit under the bridge. Fire for effect: 1st rd 10 RR. 2nd rd 1 direct hit on RE part of bridge. Fridge out. 3rd rd 5 RR. 4th rd NE approach. Reported bridge out. One span knocked out. 2nd span from NE approach. At 10:50 hrs 5 MTs

moving S during shoot and parked at 0 7117.

(d) MISSION: Art R Spotting.

1. Why was target important: to slow enemy movements by destroying road bridge.

2. Results:

Pebruary 27, 1944 from 14:45 to 10:25.

Arrived over area at 15:10 hrs. Flew through overcast to get to area. Weather was very bad. Clouds sometimes down to 1500. Hole in clouds over target with ceiling at 8000 . Clouds over mountain SW of target. Regan firing at 15:20 hrs. 1st Rd 600 N & 400 S. 2nd Rd 400 L & 400 O. 3rd rd 10 L Range correct. Fire for Effect: Direct hit on NW approach put large crater in approach. Out of nine rounds for effect scored 3 direct hits on bridge. One hit damaged bridge and did heavy damage to approach. Pridge knocked out. Communications with battery excellent. Clouds moved into area obscuring target so mission reported that it was going home.

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h. Commanding officers in important missions;

- (1) 2nd Lt Maurice S. Nordlund led flight on mission (a) (2) " " (b) (5) " " " (c)
- (4) 2nd Lt. Richard Labuskes led flight on mission (d)
- i. Losses in action:
  - (1) Mission: Maval Sunfire Spotting mission in Anzio area 5 Peb 1944

    a. Missing: 2nd Lt. Harold F. Hartman, 0-798294.
  - (2) Mission; Visual Reconnaissance mission in the Rome Area 6 Web 1914.

    a. Killed A. 2nd Lt. Wilmer N. Enight, 0-799582.
  - (3) Mission: Naval Gunfire Spotting mission in Anzio Area 15 Feb. 1944.

    a. Missing: 1st Lt. Ernest V. Larson, 0-725748.
- j. None

2. Inclosed are Mar Diary, 111th Tactical Reconnaissance Squadron, for the period 1 February 1914, to 29 February 1914, and Special Account for the month of February 1914.

For the Commanding Officer:

ROBERT ANGUS, Captain, A.v., Adjutant.

2 Incls: 1-Wer Diary 1-Special Account.

- 1 -

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Sheet No. 1 WAR DIARY 111TH TACTICAL ROW. SQUADFON POMIGLIANO, ITALY Robert Angus, Captain, Air Corps, 111th Tactical Ron. Sqdn. Month of Bbruary 1914 Prepared by

First of the month still finds all personnel quartered in buildings. Had weather

prevented any flying. Double feature show in the day room after supper. 2 Tespite shortage of airplanes we flew seven missions. North American factor representative told the boys on the line that P-51 C's were in Africa and that we might get some. Radio men had a big day with sixteen messages to decode.

Corporal Barthowski spent a busy day repairing flak holes in two planes. Ead weather over the front prevented operations so all ground grows had planty of time to work on the planes. Lt. Wickus came back from Roggia with orders sending himself, Lt. Lamb, Lt gramer and Lt. Bright back to the US. Armsment section, using C.O. Wajor Deering as scat back, whipped the engineering section in a touch football game 90-6.

4 Again bad weather curtailed operations so all personnel that could took the day

off. Day was ended by a show in EM quarters.

5 Streak of bad luck hit us today. 2nd Lt. Hartman is believed to have bailed out in enemy territory up on the beachhead. Believed that flak got him while he was on naval adjustment mission. Another plane was lost when Lt. Harper had to make a belly landing on the end of the runway. His engine quit as he was circling for a landing. Flow seven missions during the day. EM had a dance in the day rood. 324th Fighter Group orchestra provided the music and Italian gals plus a

few wac's provided the dancing partners.

O Lt. might crashed while making a turn comming in for a landing. He died before reaching the nearest hospital. His plene was full of bullet holes and it was not until his weaver Lt. Tapscott celled up at noon that we learned that seven ME 109's jumped both Lt. Enight and Lt. Tapscott north of Rome. A running fight ensued and three ME's were believed damaged. However Lt. Tapscotts rudder was partially shot away and his engine began cutting out so he made an emergency landing on the boachhead at Nettuno. Lt Mnight must have tried to bring his damaged ship home and then lost control in the final approach. Lt. Weiser sold

PX supplies to the men and a movie was shown in the day room. Twelve sorties were flown during the day.

Two officers promoted—it is now Captain Bernard McGowen, flight leader and 1st
Lt Ernest Hazelton, ass't adjutant. Received fourteen A-50's from 86th and 27th Fighter Bomb Groups. Line crews worked till well after dark getting the planes in

It. Col. Wanderlase and Major Lucas of Brazilian Air Force paid us a visit and

inspected the squadron. Listened in on interrogation of eight mission flown. Rained a little during the day and only five missions were flown. Lt. Gilmore found a new enemy sirport hidden in a wooden area and his photo showed 22 enemy fighters hidden under the trees.

of his plane and sprained his ankle.

11 New enlisted man assigned and he becomes the only private in the squadron. No operations due to inclement weather. Red Cross gals served coffee and doughnuts in pilots ready room this afternoon.

12 On one of the five missions flown today Captain Rafanelli got the Jump on four FW 190's and is claiming damage to one. Officers from 87th Fighter Wing paid a visit to study our methods of operating.

#### SECRET

Sheet No. 2 WAR DIARY 111 TH TACTICAL REC. SQUADEON FORIGLIANO, ITALY

Month of Bobruary 19/4

Frepared by Robert Angus, Captain, Air Corps 111th Tactical Ren. Squn.

- 13 A busy day with nine missions recorded. Lt. Jones flew his fiftieth mission today. It Nordlund spotted some activity in railroad yards in Rome so he streaked over at 1500 feet to take a picture. Photos revealed over 1000 reil-
- road cars loaded in the yards.

  Il, Another big day with eleven missions flown. Dagine ring section received a headache when Lt. Mordlund brought back his ship with seven flak holes in the wings and one in the engine cowling. Hig event of the day was mail call which provided letters mailed just seven days ago. Movie in emlisted mens day room
- after supper.

  15 Again eleven missions were flown Lt. Larson, on a navel gunfire spotting mission with Lt. Hordlund in the beachhead area, was hit by flak on the left side of his plane. The plane crashed and exploded at 1240 hours. No parachute was seen to open. Lt Hamilton on his 75 sortis also marked up with Lt. Harris mission number 1100 for the squadron.
- 16 Captain Refenelli kept pace with the leader Lt. Healton by flying his 75th mission. Clear cold weather kept everyone on the line moving to keep warm.

  17 When Lt. Nordlund and Lt. Harper came back from their mission, sorties number 2300 and 2301 was marked up on the sortic board. Big day with eighteen sorties
- 18 Rest camp opened up again on Capri so off for a rest (?) went Captain Railes, Lt's Hemilton and Earl plus M/Sgt. Matson and S/Sgt. McClain. Now allowed to send two enlisted men every three days. Before the movie was shown in the day room two kags of Budweisers beer from Algiers were consumed.
- Event of the day was Lt. Mordlund's adjustment of 240 mm howitzer on Pontecorvo bridge. He scored a direct hit on the bridge and knocked out a span. Everything from A-36's to B-25's have tried to knock the bridge out for about five months. In seven missions we have adjusted 166 rounds from the 240 getting four direct hits on the bridge and many damaging near misses. Enlisted men received PX supplies.
- 20 S/Sgt. Melroy returned from Signal School in Oran. He received highest rating given for work done at the school plus a letter of commendation.

  21 Captain Randerson took three of his engineering orew (W/Sgt Stepchinski, T/Sgt's
- wright a Owen) to Algiers to help assemble P-51 C's reported heading for us. An Italian worker pulled the wrong handle in the hanger and was electrocuted. S/Sgt. Joe Tisdale guickly gave the man artificial respiration until Doc Lester pronounced the Italian dead. Captain McGowan came back from Poggie with orders sending himself, Captain Bruce, Lt's Wardrip, Lennon and Mo Keys back to the US. Had a double feature movie in the RM day room.
- 22 New Alght Leaders are 2nd Lt. Dean Gilmore, 1st Lt Jacob R. Hamilton and 1st Lt. Handell Harl. Captain McGowan led the sortie parade with 77 sorties. Leaders now are Captain's Randerson and Rafanelli and Lt. Hamilton all with 75. Black Out pet pup of armament section, came back home today after a two week leave someplace. 7/Sgt. Ladner and Sgt. Spellman left for the fest Camp
- at Capri.

  23 Bad weather out the missions down and kept everyone near the closest stove. Day room crowed most of the time.
- 24 Lt. Marriss reached the check point of 50 missions and is now off on his second fifty. Lt McMillen, Photo officer for almost a year transferred today. Lt. LeBreton will take over his duties until a new photo officer can be found.

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Sheet No. 3 WAR DIARY

111 TH TAC TICAL RED. SQUADRON POMIGLIANO, ITALY

Month of Webrusry 1944

Prepared by Robert Angus, Captain, Air Corps, 111th mactical Ron. Sqdn.

25 Colonel Lee, A-5 XII ASC, dropped in to see what we needed most. Pilots and planes were the main requests. Movie in EM day room had its usual large attendance. M/Sgt Watson gave his armament men a big pep talk on amount of jams occuring.

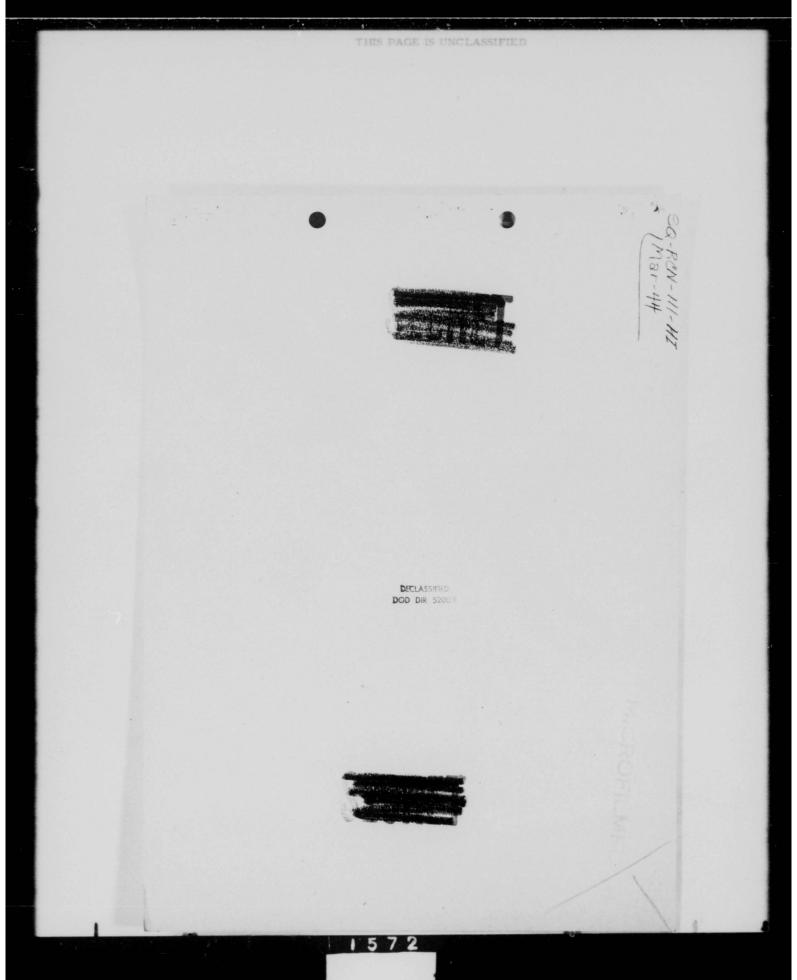
20 Gold and rainy all day so no operations were performed. Again everyone stayed close to the stoves.

27 Captain Hafanelli and Lt Harris flew sorties number 24,00 and 24,01 for the squadron. Hegimning today we are to have the services of eight planes and eight pilots from the 86th Mighter Homber Group to fly as weavers on our men. Received commendations from Col. Stokes, II Corp on artillery adjustment done by Captain Hafanelli and Lt. Earl. Also one from Col. Howard G-2 v Army on photo missions flown by Lt. Mordlund. Officers mess orderly, Frederico a former Italian soldier, and one of the maids in the officers barracks were married today. Captain Angus gave the bride away and during the Geremony got all mixed up and almost got married too. Lt. Norweed and Cpl. Taylor were the chauffers. Red Cross brought doughouts and coffee for all the men.

28 Ceptain Rafamelli brought back "AC" our veteran P-51. Lt. Appacett had made a forced landing on the beachhead in it and the service group worked on it under fire. 2nd Lt. Chris P. Hodgson took over duties as acting Photo officer. Another

movie in the EN barracks.

29 During the month of rebruary Lt. Nordlund flew 20 missions, while Lt. Hodgson came in second with a total of 21 missions. Several of our pilots received Air Medels and clusters today. Lt. H. Harriss, Lt. Jones, Lt. Jack R. Hodgson (MIA) were awarded the Air Medel. Major Bearing, Lt. Cilmore, Lt. Fnight (KIA), Lt. Kremer received their first cluster. Lt. Labuskes received his 2nd cluster, and Lt. Wickus his 3nd cluster, and Lt. Wickus his 3nd cluster, Captain Centaler, Lt. Middell, and Lt. Wardrip. 5th Clusters were awarded to Lt. Hamilton and Captain McGowan. Lt. Mitchell and Lt. Selmon were both awarded their 3rd and 4th clusters.



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### CONFIDENTIAL

HEADQUARTERS APO \$650, U.S. ARMY

PEK MAR 44 3 April 19/4.

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SUBJECT: Historical Records.

: CG, ZII ASC, APO #374, U.S. Army.

1. Outline history of the 111th Tactical Reconnaissance Squadron for the period 1 March 1944 to 31 March 1914:

- a. Present designation: 111th Tactical Reconnaissance Squadron (detached from 68th Tactical Recon Cp) XII ASC.
  - b. Changes in organization: None
  - c. Strength, commissioned and enlisted:
    - (1) North of March:
      - (a) Officers 29 BM 167
      - (b) Officers 18 EM (c) Officers
      - Officers 1 EM 3 Officers 46 EM 166
  - d. Stations;
    - (1) pomigliano Air Base.
      - (a) Date of Arrival, 5 October 1943.
  - a. Movements: Mone
  - f. Campaigns:
    - (1) Italy
    - (2) Still in progress.
  - E. Operations for Merch 1914:
  - (1) Campaign: Italian. (2) Nature of Operations: Visual & Photo Reconnaissance, Artillery Adjustment.
    - (3) Number of missions and sortios; 208 missions and 411 sorties.
       (4) Results of most important missions. Results of most important missions.

(a) MISSION: Artillery adjustment and Visual Reconnaissance.

1. Why was target important. Bridge at 6 6919 was important link between line of communications and supplies.

Results:

Merch 20, 1944 from 0915 to 1135

Checked in with battery at 0935 hours. Ready to

observe range at 0910. 25 rounds for adjustment. 24 direct hit. Bridge appears to be out. Two hits on bridge. SECTION A CONFIDENTIAL

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100 plus MTs observed on road from 6 7112 to 6 7309. Esperia bridge appears to be still out. 7 MTs on rd mvg both ways from 0 7808 to 6 7907. 25 plus MTs mvg from Pico to S. Giovanni. 10 MTs mvg NW from 0 0028 to Isolletta. 8 MTs mvg. both ways from Pestena to 6 0110. Cum positions at 6 7542008 and 6 759208. 4 plus MTs mvg SE from 6-3209 to 6 3407.

- (b) MISS TON: Visual and Photo Reconnaissance.
  - 1. Why was target important.

Dnemy road movements in Esperia, Pico, Prosinone, Sora,

Opi area.

2. Results:

March 18, 1944 from 1605 to 1720.

20 plus MTs mvg both ways between Pontecorvo and Pico.
35 plus MTs parked facing N between 6 7309 and 6 7011. 18 MTs mvg NE
between 6 7011 and Pontecorvo. 100 plus MTs parked facing N between
6 597119 and 6 6116. 20 plus MTs mvg mostly NW between 6 615161, Pastnene and 6 5023. 3 MTs mvg W between Callo and Poccasecca. 11 MTs mvg
between Roccasecca and Casalvieri. 6 MTs mvg N Between 6 7053 and Arpino.
15 MTs mvg mostly SW between Arcs and Copreno. 5 MTs mvg SE between Ceprano and Isolletta. 3 MTS mvg NW between Prosinone and Perentino. Light
movement N from Isola to Sora to San Vicozo. 5 MTS mvg both ways between Sora and Atina. 3 MTs mvg NW at Opi. NMS Opi, Atina, S. Biagion,
Helmonte. NMS Cassino to Arce.

- (c) MISSIONS: Artillery Adjustment.
  - 1. Why was target important.

Fridge at C 699251 was important link between communication

and supply lines.

2. Results:

17 March 19/4 from 1235 to 1500.

Fired 10 rds for adjustment. Battery fired 15 additional rds. Result, two hits on east approach. One hit on right center of bridge. One hit piercing upper span and exploding on lower supporting span destroying center reinforcement. Bridge unserviceable. Meavers ship developed engine trouble and returned to base.

MVg SW at C 685253. Pontoon bridge at C 56189 constructed.

- h. Commanding Officers in important missions:
  - (1) 1st Lt Lee A. Harper led flight on mission (a)
  - (2) 1st Lt Lee A. Harper led flight on mission (b)
  - (3) 1st Lt John R. Labuskes led flight on mission (c)
- i. Former and present members who have distinguished themselves in action:
  - (1) Capt Roger L. Hicks, 0-725726, Dallas, Texas.
    - (a) Mission over 5th Army front. 23 Sept 1943.
    - (b) Low level photo mission through 30 miles of heavy flak.
    - (c) DRC.
  - (2) 1st Lt Rendell L. Earl, 0-570854, McMary, Arlzona.
    - (a) Mission over Anzio on 22nd Jan 1944.
  - (b) Hit by flak in engine but continued on mission until engine began smoking heavily. Barely made friendly field with engine aftre.

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Ltr, Eq. 121th Fact Recon Sq, subject "Historical Records", dd, 5 April 1944, continued from page two (2).

(c) DIC.

2. Inclosed is far Diary, 111th Tactical Peconnaissance Squadron for period 1 march 1944 to 31 March 1944.

For the Squadron Cormander:

ROBERT ANGUS, Cept., Air Corps, Adjutant.

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Sheet No. 1 WAR DIARY Month of March 1914

111 TH TACTICAL RECONNAISSANCE SQUADRO OMIGLIANO, ITALY.

Prepared by: Robert Angus, Captain, A.C., 111th Tactical Ron Sq.

1 New month was ushered in by rain which kept planes on the ground and men in the day-

room. Cenerally & dull day. Headquarters had a busy day when two administrative inspectors arrived for informal visit. Basketball team started workouts in preparation for PRS tourney. Sgt. Norte just back from the rest camp, entersined the armament section with his description of drink called "blockbuster".

Higgest event of the day was the arrival of engineering officer Captain Randerson with two P-51-0's the latest plane we've seen. Despite the rain everyons found time to look the new ships over. Red Cross gals brought coffe and doughnuts around in the afternoon. Novie in day room after supper.

4 Sun came out after lunch and everyone went to work. S/Sgt. Keller started work on a basketball court for the squadron.

5 Rad weather again curtailed flying. Lt John R. Labuskes received a commendation from Colonel Howard of 5th Army for his excellent adjustment of artillery in the Roccasecca Bride area. Lts Harriss and Harris flew mission number 1200 for the squadron. Potential birdman S/Sgts Viesu, Standridge and Spencer left to begin journey to the states and commencement of flight training.

O Coca Colas arrived for everyone. Claim is made that we will get three a week. Labuskes flew his 75th sortie in the eighteen performed by the squadron. S/Sgt weller was joined by S/Sgt Tenner and M/Sgt Watson in his efforts to complete thebasketball court. The court is set up in partly demolished hangar and represents some fine work by the three man. Movie was shown in day room after supper.

Lts Labuskes, Gilmore and H. Harriss received promotions to first louis. M/Sgt. Step-

chinski, T/Sgts Owens and Wright came back from Algiers with many tales of new ships there and of the life in the city of Algiers. Total of 24 sorties flown for the largest total so far this month. 2nd Lt Arthur Harris made a forced landing near the field when his engine failed. The ship was pretty well torn up but Lt Harris escaped injury. Workouts for squadron besketball team began in earnest with Lt. Norwood, Mississippi flash, doing the coaching. A beautiful radio and phonograph combination was bought for

the enlisted men's day room.

8 A cloudy cold day. Thirteen brand new 2nd Lieutenants pilots arrived today. Promotion order on enlisted men posted. Rasketball team continued to get itself intoshape. Capt Bailes and his communications experts completed installation of command set in one of our old r-51's. A test hop was made and the ground set could receive the plane well for 15 miles. This experiment looks like it will work and enable us to perform better srtillery missions.

9 Lts Earl and Hamilton began a training program for the newly arrived pilots. Adjustment of artillery on three bridges resulted in score of two knocked out. Lt Col Peck from

67th Recon Gp in England arrived to look us over.
10 Capt Rafamelli, squadron executive officer, left on TD to XII ASC. 1st Lt Gilmore reached the 75 sorties mark in the morning. Squadron basketball team held a final workout. We play first game tomorrow afternoon against unknown opponent. Ead weather cut

flying down to a minimum. Movie in day room.

11 Beautiful clear day. Capt Bailes and T/Sgt Ledner went up the front to 71st Brigade to work on the ground station. Basketball team led by Lt. Norwood won their first game in the PBS tourney by the score of 28-15. S/Sgt Turner and S/Sgt McGill were the pace setters. Advance into the third round and play again on Monday the 13th.

12 Cold rainy morning greated the alert crews today and the rain continued all day. Mail call was exceptionally long today as the first mail in a week came in.

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Sheet No. 2 WAR DIARY

111 TH TACTICAL RCN SQUADRON, POMIGLIANO, ITALY

Month of March 1944

Prepared by: Robert Angus, Captain, Air Corps, 111th Tactical Recon Squadron.

13 Lt Colonel peck, our visiting fireman, flew a mission today and was fired on by both sides. New air liaison officer, Capt Drier, arrived from 5th Army. Hasketball team played a thriller with Lt. Norwood dopping a one hand shot into the basket just before the whistle blew to win 16-15. Sgt Mason played an outstanding game at guard while putting our team back in the running with two long shots. Movie in dayroom after supper

putting our team back in the running with two long shots. Movie in dayroom after supper.

The Pained in the morning but cleared up later on. Lt. Mordlund had a taxing accident and tore prop off a plane. Hasketball team was eliminated from the tourney today after reaching the fourth round. Score was 32-22. Everybody had a bleacher seat during his raid on worker.

15 Lt Gilmore and new Lt Johnson were jumped by 12 ME-109's. Lt Gilmore chased six for some time only to have his guns jam. Lt Johnson chased the others and got several hits on one leaving it smoking badly. Sorties number 2,600 and 2,601 chalked up today. Ten second lieutements promoted to first today. Another P-51-C arrived.

16 One of the new pilots Lt Hamphrey got his baptism of fire today when flak hit his ship

16 One of the new pilots Lt Hamphrey got his baptism of fire today when flak hit his ship hard and severed the rudder cable. He belly landed at the field and came out okay. Hig day with 23 sorties chalked up. Inter-Squadron basketball league set up to begin play this week.

17 Capt Zimmerman, photo interpreter who has been with us on DS since the start of the Sicilian campaign was permanently assigned to sa today. The 1,300th mission was marked up during the day which featured a couple of highly successful artillery adjustments.

Haskotball league opened with first game being played after supper.

18 Another heavy day of operations with the weather at its best. It Nordlund brought back some souveniers of Jerry flek in his ship.

Beautiful weather enabled us to give maximum support to ground forces with eleven missions recorded. Received two more P-51-C's from the Service Command today. Still haven't used any on missions as no parts are available.

20 Old Mt. Veguvius errupted and scared everyone. Quite a sight. Weather not too good and little flying was done. Basketball league continued. Ren an excursion up to see the town of San Sabastiono at the foot of Mt. Veguvius. Most of the squadron got to

see the little town being destroyed by the lava.

21 Mt. Vesuvius still continued to be the wain attraction and almost everyone has made the trip to see the lava and watch its incredible steady creeping progress down the side of the volcene and weather again out down the number of missions flown.

side of the volcano. Bad weather again out down the number of missions flown.

22 Basketball league in full swing with Headquarters and Communications in the lead. Cpl
Sullivan was giving the lave the once over and became very much interested in the numercus decorations on a soldier's chest and while attempting a real close up inspection Cpl
Niewadomski quietly informed Sullivan that the individual was a one ster general. Now
both Corporals claim to have been hobnobbing with a general.

25 Red Cross girls served coffde and doughnuts in the afternoon. 3/Sgt Turner injured his knee end the Arameents chances of winning the league basketball title dropped lower. Rain interfered with outside work and the day room was crowded most of the day.

24 Swing back into action with eleven missions flown. Lt Duncan brought back a few flak chunks for souveniers and is convinced that the war is a private one.

25 Two more officers from 67th Recon Gp in England arrived to look us over. Ead weather kept our planes down and only one mission was flown. USO show at Marigliano took up most of the time of the men and was wall worth it.

26 Flight Leader Lt Gilmore tried for an hour and a half to get his landing gear down on AF but was finally forced to belly her in. He made a beautiful landing and escaped unhurt. The plane was on its 225th mission. M/Sgt Maenza completed work on a new camera modification that will prove a great improvement.



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Sheet No. 3 WAR DIARY Month of March 19141.

CONFIDE TIAL ROLL SQUADRON, POMIGLIANO, ITALY. 3. 春季 111TH TACTICAL RCH

Prepared by: Robert Angus, Captain, Air Corps, 111th Tactical Ren Sq.

Among the ten missions flown today were numbers 75 for Lt Mordlund and number 50 for Lt Tapscott. Former Flight Leader Capt Roger L. Hicks of Dallas, Texas received the DFC for his mission on 23rd Sept 1913 when he made a low level photo run thru thirty miles of flak. Flight leader 1st Lt Randall L. Earl, McNary, Arizona also received the BEC for his outstanding performance over the newly established beachnesd at Anzio. He received a direct hit on his plane when he first crossed the lower bomb line and despite the fact that the engine might have failed any moment he continued on his mission to the beachhead. He completed the mission just as his engine began smoking and missing Lt Earl just barely made the lower bomb line and landed at a friendly field

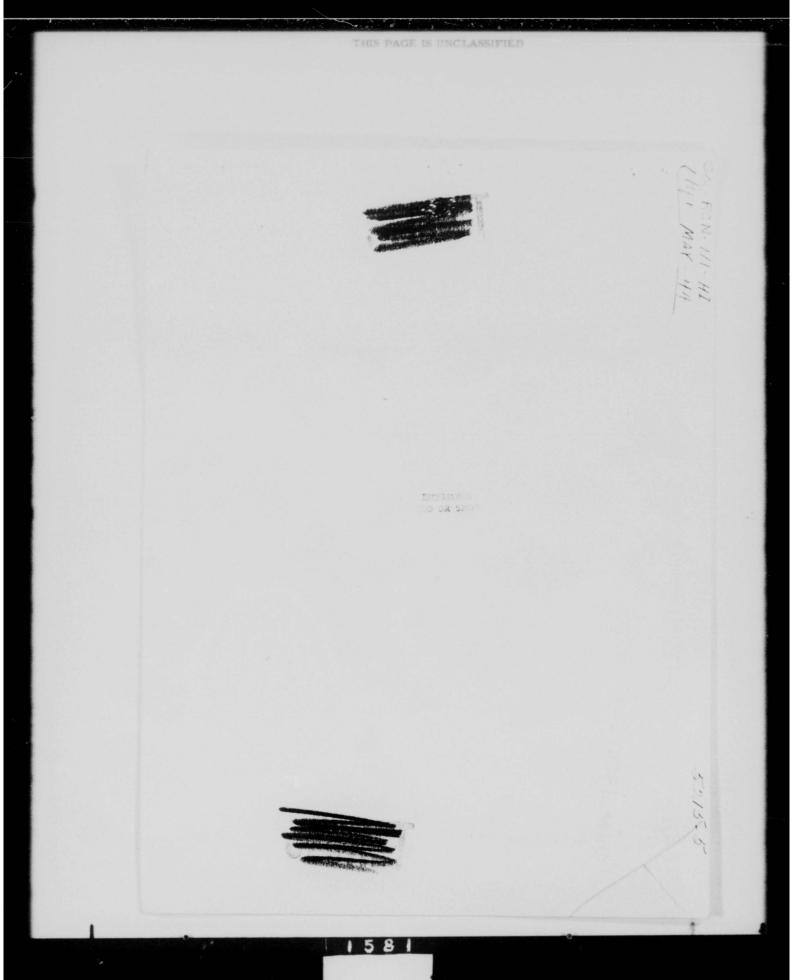
28 Another big day with eleven missions marked up. Sorties number 2,799 and 2,800 also went up on the sortie board. Headquarters dropped their first basketball game and a three way tie between Hq. Armament and Communications has developed.

29 Lt Gilmore came back with "besucoup" flak holes. Lt Cossett while taxing tangled with

30 General overcast in combat areas cut down our missions to five completed. Captain Artis, supply officer, gave this account of a sortie he made this morning, "Saw Lt. Col Budd of 332nd Service Gp this morning about requistions for fuel servicing units which have been on requisition since 16 Nov 1913. He said he expected them tomorrow at the very latest. I picked myself up off the floor, saluted and departed -- it whupped me."

Fad weather allowed only one mission to get off. Pasketball game between Hq and Wing-

wipers attracted most of the squadron and resulted in win for Hq.



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#### HEADQUARTERS 111TH TACTICAL RECONNAISSANCE SQUADRON APO 650, U.S. ARMY

314.7

3 May 1944

SUBJECT: Historical Records.

: Commanding General, XII TAC, APO 374, U.S. Army

1. Outline history of the 111th Tactical Reconnaissance Squadron for the period 1 April 1944 to 30 April 1944.

Assigned to ind a. Present designation: lllth Tactical Reconnaissance Squadron (detached from 68th Tactical Reconn Gp) XII TAC. States de-

dated 5 mar 44

- c. Strength, commissioned and enlisted:
  - (1) Month of April
    - (a) Officers 46, EM 166.
    - (b) None.
    - (c) None.
    - (d) Officers 46, EM 166.
- d. Stations:
  - (1) Pomigliano Air Base, Italy.
    - (a) Date of arrival: 5 October 1943.
- e. Movements:
  - (1) From Pomigliano Air Base to Anzio Landing
    - (a) Purpose: One flight and eight man ground crew to perform missions for beachhead troops.
    - (b) 18 April 1944.
    - (c) Traveled by LST.
    - (d) Weather: CAVU



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- f. Campaigns:
  - (1) Italy.
  - (2) Still in Progress.
- g. Operations for April, 1944.
  - (1) Campaign: Italian.
  - (2) Nature of Operations: Visual and Photo recon, Artillery Adjustment.
  - (3) Number of missions and sorties: 170 missions 336 sorties.
  - (4) Results of most important missions.
    - (a) MISSION: Visual and Photo Reconnaissance.
      - Why was target important Enemy road movements in Cisterna, Rome, Ardea, Velletri.
      - 2. Results:

April 3, 1944 from 15:00 to 16:45
50 plus MTs mvg both ways between Albano
F 8356. 10 plus MTs parked between F 7058 and Rome. 6 tanks parked
at G 0131. 12 plus MTs mvg both ways between F 7441 and F 7053.
2 locomotives with steam up at F 7667. 1 locomotive with steam up
at F 7867. 7 MTs mvg both ways between Roma and Frascati. NMS
Albano to Genzano, to Valmontone. 4 MTs mvg NE between Rome and
Frascati.NMS Albano to Genzano. NMS Cisterna to Cori to Velletri.
60 RR cars in Sezze station. 15 RR cars in Priverno station. 4
MTs between Sezze and Prosedi. Possible bivouac area at C 0844.

- (b) MISSION: Visual Reconnaissance.
  - Why was target important
     Enemy road movements in Itri, Velletri,
     Valmontone, Rome, Lido di Roma,
     Frascati, Terracina, Itri.
  - 2. Results:

April 14, 1944 from 15:45 to 17:30

2 MTs going N at C 1432. Eight

MTs going N well scattered Cori to Velletri. 11 MTs going W Actona
to velletri. 3 MTs going N at G 0336. 7 MTs going N Valmontone to

Rome. 5 MTs stationary at F 980498. 60 plus MTs both ways Frascati
to Grotta Ferrata, Marino, Rome. 9 MTs going S Rome to Lido di Roma



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No activity on Tiber River. 1 large MT parked W at F 7161. 30 plus MTs both ways F 74 area. 1 tank mvg SW and 3 stationary at F 780450. 5 MTs going N at G 1527. 20 MTs both ways G 11 area. NMS Terracina Fondi, Serlonga. 2 large MTs Sperlonga, Itri, north.

- (c) MISSION: Artillery Adjustment
  - 1. Why was target important Gun positions at F 937401 and F 928396.
  - 2. Results: 28 April 1944 from 15:45 to 18:00. Contacted battery at 15:50 hrs.

Target #1: 4 heavy AA guns at F 937401. Fired 18 rounds. 8th to 18th rounds all in target area. Guns damaged.

Target #2: 4 heavy AA guns at F 928396. Fired 18 rounds. 3rd to 18th rounds all in target area. Possible damage to all guns.

- Commanding Officers in important missions
  - Lieutenant Gilmore Lieutenant Tapscott (a) (b)
  - (c) Lieutenant Perry
- i. Losses: None
- Former and present members who distinguished them-selves in action
  - (1) ERNEST V. LARSON, 0725748, First Lieutenant.
  - (a) Mission over Anzio Italy on 15 Feb 1944.

    (b) On the 15 February 1944, Lt. Larson flew on a mission to adjust naval gunfire supporting our ground forces in the beachhead operations near Anzio, Italy. Despite intense and accurate enemy anti-aircraft fire, Lt. Larson courageously maintained his airplane in position over the target area. When his leader's radio failed, Lt. Larson immediately assumed the leadership and releved exect information enabling the leadership and relayed exact information enabling our cruisers to inflict heavy damage upon the enemy. With complete disregard for his own safety, he continued observation until his plane received a direct hit and crashed in flames in the battle area.
    - (c) DFC
  - (2) LOUIS R. RAFANELLI, 0433395, Captain. Mission over Riardo, Italy 20 October 1943. (a) Engagement:
  - (b) Act: On 20 October 1943, Capt Rafanelli flew on a mission to adjust artillery fire upon an important road junction near Riarda, Italy. Skillfully maneuvering his aircraft through heavy antiaircraft fire, he relayed exact information enabling our artillery to score many direct hits upon the

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the objective. Then observing a railroad train in a defiladed position, Capt Rafanelli directed fire which scored two direct hits upon the train. His photographs revealed heavy damage to the freight cars and locomotive, and pin pointed the position of an 83mm battery. Later in the day, he voluntarily returned to the area and despite a heavy ground barrage, adjusted our artillery fire upon this battery. His photo run disclosed that more than twenty 155mm shells fell in the target area, silencing the enemy guns.

- (3) LUTHER W. RANDERSON, 0725789, Captain.
  (a) Engagement: Mission over Anzio, Italy 22
  January 1944.
- January 1944.

  (b) Act: On 22 January 1944, Catp Randerson flew on a mission to adjust naval artillery fire supporting our ground troops in the beachhead operations near Anzio, Italy. Despite a heavy overcast and intense anti aircraft fire in the target area, Capt Randerson skillfully carried out his assignment with unusual exactness enabling our naval forces to destroy five important enemy targets. Remaining over the beachhead area until his gas line supply was nearly exhausted, Capt Randerson then made a successful landing at an advanced friendly airfield.

  (c) Reward: DFC

2. Inclosed is War Diary, 111th Tactical Reconnaissance Squadron for period 1 April 1944 to 30 April 1944.

For the Commanding Officer:

Robert augus ROBERT ANGUS, Capt., Air Corps, Adjutant

1 Incl: 1-War Diary

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Month of April 1944

111TH TACTICAL RECONNAISSANCE SQUADRON POMIGLIANO, ITALY.

Prepared by: Robert Angus, Captain, A.C., 111th Tactical Ron Sq.

- April Fool's day turned out pretty badly for Lt Murphy, Lt Tapscott and Murphy were taking off together when a severe cross wind flipped Lt Tapscott's plane over into Lt Murphy's. The prop out into Lt Murphy's canopy and when both ships stopped Lt Tapscott got out okay. Lt Murphy suffered a badly torn left arm. Later it was learned his arm was broken and tendons badly damaged. Both planes were pretty much of a wreck. Lt Simmons came in for a landing and got caught in the same cross wind and groundlooped his ship. Lt's Gilmore and Hornsby landed on the Anzio beachhead, were briefed there, conducted an artillery shoot, were lipped and Lt Gilmore brought back to our base. That marked squadron mission number VI Corps Artillery came down from beachhead to assist in coordination of artillery shoots.
- 2 Major Connors, CO of squadron in 67th Tactical Recon Group, flew a mission and said the flak over Europe was lots more intense but not as accurate.
- Lt Art Harris, flying a late mission, was forced to land at Nettuno with a rough engine. When it was found that his plane was in no condition to fly back a crew chief offered Lt Harris a p-40 to fly back. However Lt Harris said he would rather stay overnight. About that time 'Jerry' started to fire a few shells over on the airfield and Lt Harris said "where did you say that p-40 was?". It Harris brought the p-40 back, even though it had a flak hole in its engine that forced him to fly about 2000. Every gun battery from the front to our base was alerted for what they thought was an enemy aircraft.
- 4 Today's sorties pushed the squadron total up to 2901. Armament Sgt Keller unintentionally started a fire outside of armament tent and instead of trying to put out the fire he tried to move the tent. Sgt Price came to his rescue with a fire extinguisher.
- Best news we have heard in a long time came in today. With the end of operations today we 'stand down' for seven days. The first such tayoff we've had since the start of the Sicilian Campaign. System set up so a good percentage of the enlisted men could have a three day pass. Lt Norwood suffered an ankle injury and Armaments chances of winning the squadron basketball tourney sank low. Enlisted mens and officers bars stayed open late and did a roaring business.
- 6 Only a skelton force reported for duty this morning and found practically nothing to do. Time was spent in repairing equipment and getting new FoAs (P->10's) ready to go. Men and officers scattered all directions heading for Cairo, Algiers, Sardinia, Foggia, etc.
- 7 Basketball league took up everyone's interest as the last games were begun with Headquarters-Operations team in first place. Lt Elston and M/Sgt Maenza went to work on a camera modification on new F61s.
- 8 Squadron basketball league ended with Headquarters-Operations team winning the title. Sgt Keller tried to keep armament team in the running with some fancy shooting plus a breath-taking exhibition of tumbling, judo, plain and fancy diving on the court. Only result was some mighty sore spots on Kellers anatomy.

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| She | et No. 2 WAR DIARY                                                                                                                                                                                                                                                | 111TH TACTICAL RECONNAISSANCE SQUADRON                                                                                                                                                                                                                                                                                                                        |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |                                                                                                                                                                                                                                                                   | POMIGLIANO, ITALY.                                                                                                                                                                                                                                                                                                                                            |
| Mon | th of April 1944                                                                                                                                                                                                                                                  | Prepared by: Robert Angus, Captain, A.C.,<br>lllth Tactical Ron Sq.                                                                                                                                                                                                                                                                                           |
|     | men journeyed to a little town on the<br>Italians were having.                                                                                                                                                                                                    | or everyone in the squadron. Most of the side of Mt. Vesuvius to attend a fiesta the                                                                                                                                                                                                                                                                          |
| u   | se as enlisted men's quarters. Will                                                                                                                                                                                                                               | came. Assigned a new apartment building to begin moving in the morning.                                                                                                                                                                                                                                                                                       |
|     | looks good. Some of the pilots check<br>could get up and go. Moved sixty men<br>apartments.                                                                                                                                                                       | of them is still painted silver and really ed out in the new planes and said they really out of the school building into the new                                                                                                                                                                                                                              |
|     | the way to Cairo. Sgt Wetzel made a<br>is 'no bono'. Captain Hearreil, ALO<br>England went up to the beachhead to t                                                                                                                                               | nd men began coming back. Some had gone all<br>tour of Sardina and Corsica and says the place<br>Captain Lowry and Captain Saunders from<br>talk to artillery officers up there.                                                                                                                                                                              |
| 13  | Started full scale operations again what. Two teams landed at the beachner remaining overnight.                                                                                                                                                                   | sing our new Fo's for the first time in com-                                                                                                                                                                                                                                                                                                                  |
|     | Two more new Fo's came today. All sinstalled was given a test run today bars went up today and atebrine again                                                                                                                                                     | lver too. The new K-22 camera photo section and results were very successful. Mosquito in made it's appearance. No mosquitoes yet the                                                                                                                                                                                                                         |
|     | a visit to question us on our methods<br>preter, who has been with us for some<br>returned to his unit today.                                                                                                                                                     | La from 9th Air Force support section paid us<br>s of operations. Lt LeBreton, photo inter-<br>s time learning practical operation of his job                                                                                                                                                                                                                 |
|     | handle unlocked-the landing gear collengine change will have to be made. pride. Transportation men finally of transportation trailers. All that reand tigers on the sides and we'll look line had a bit of heavy duty when apparrived for our new F-0's. It was a | mission in a new F6 landed with the gear lapsed tearing up wing, prop, landing gear and Lt Harriss was not hurt beyond wounding his ampieted the aluminum bodies for the mess and smains to be done now is to paint some lions ok like a traveling circus. The boys on the proximately 140 cases of equipment and supplies nefty job unloading 16 truckloads. |
|     | Lt Colonel John Fradshaw, staff offic<br>Senior Pilot and the purpose of his<br>make a report of same to General Arm<br>Continued missions from beachhead and<br>Anzio to take care of the planes.                                                                | per from Washington D.C., arrived. He is a risit is to study our methods in combat and old's staff, of which the Colonel is a member. It planned to send a small ground crew up to                                                                                                                                                                            |
| 18  | During the days operations Lt Duncan<br>number 5000 for the squadron. Lt Bas<br>passports to happiness for five of or<br>tordered to US; papers deserved them                                                                                                     | flew sortie number 2999 and Lt Cornwell rl came back from Foggia bringing with him ur pilots. Those who were granted the coveted, having performed the most individual ormance for reconnaissance missions. Each                                                                                                                                              |

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Sheet No. 3 WAR DIARY
Month of April 1944

111TH TACTICAL RECONNAISSANCE SQUADRON POMIGLIANO, ITALY,

Prepared by: Robert Angus, Captain, A.C., 111th Tactical Ren Sq.

18 (CONT'D) was credited as follows:

1st Lt Dean R. Gilmore, 91 missions 1st Lt John R. Labuskes, 90 missions 1st Lt Maurice Nordlund, 80 missions 1st Lt Herbert A. Jones, 68 missions.

Eight 'commandos' left for the Anzio beachhead to service the planes there. M/Sgt Watson headed the list with Sgts Carothers, Turner, Cooper, Suarez, Strible and Corporals Bugalia and Tasker. Pancho died today. Killed by a weapons carrier of another squadron. There were two of them, Pancho saw the first but not the second and that was that. Pancho was a dog and a good one. He was our mascot and a good one. We all loved him and he loved each one of us. We're going to miss him badly. Had ice cream today.

- 19 It Mosier after 34 missions received a medical order sending him home. We hear that the night life on the beachhead is not very good and our 'crew' is well dug in.
- 20 Lt Colonel Bradshaw, Air Force Staff Officer, got a first hand picture of how we operate by flying one of fourteen sorties. Lt Tapscott was forced to belly land at Nettuno after his plane was 'drilled' by flak. He is okay but the plane is a total loss. Only word we had from our 'beachhead' boys was an urgent request for their leggings to be sent to them. Seems like you get fined for not wearing them. What a war. Captain Bailes, communications chief, and his Sgt Ladner left on TD with 5th Army artillery section to fix the artillery radios.
- Arnold's staff, Colonel Hail, dropped in for a look around. Received four more Fo's today all shining with silver paint. Sent three of our old reliable p-51 periods to Soth Dive Bombers. The planes served us faithfully and well. M/Sgt Jake L. Maenza became the second enlisted man to go home on ratation. The photo chief has been with the squadron since National Guard days and has seen long and good service with one squadron.
- Lts Kepple and Lee were on an artillery adjustment mission on the beachhead and became separated. Two ME 109's jumped Lt Lee and before he could take evasive action had hit his motor. He bailed out over the water and was picked up by the navy okay. The plene was one of our new ones and makes the first one lost. 'Premier' Sgt Renkin took off for rest camp on Capti. First vacation for the 1st Sgt since last June. Captains Rafanelli and Kanderson received the DFC today, making four for the squadron. A fifth was awarded to 1st Lt Larson who is missing in action.
- 23 Big day with ten missions recorded and only one plane hit by flak slightly. Volley ball and softball keep most of the outfit busy after supper these warm nights. Twenty three ME 109's jumped our first mission this morning but both our planes managed to get away with Lt Johnson claiming one ME damaged.

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Sheet No. 4 WAR DIARY Month of April 1944

111TH TACTICAL RECONNAISSANCE SQUADRON POMIGLIANO, ITALY.

Prepared by: Robert Angus, Captain, A.C., lllth Tactical Ron Sq.

- 24 After gathering a gread dear of information concerning our tactics Lt Cor Bradshaw left for his post in Washington. While most of the squadron were at an open air air theater on the field 'Jerry' made a raid on Napies. He dropped some flares on the side of our field and scattered all the movie goers.
- 25 Only event of the day was arrival of another new F6 bringing our total to 21. Storm clouds gathered late in the evening and they brought rain after dark.
- 20 Bad weather kept all the planes on the ground all day. Not even a good mail call marked the rainy day.
- 27 Five new pilots reported in bringing us up to strength again. Hazy weather interfered with operations today. Darn weather turned chilly again just as we started to fix up our khakis. Italian weather is just like these Italian people 'no bono'. Squadron started on its twentieth month overseas today. No celebration - just long faces.
- 28 Lt Lyons joined us today as a statistical officer.
- 29 Executive Officer Rafanelli took four pilots up to beachhead for a four day stay. Four more men journeyed up to stay on the beachhead. The final training and transition period for our new pilots got under way with Lt Earl in charge. Headquarters team trimmed the pants off armament in twilight softball team. A special high light of the day happened down on engineering line. The crew reported for duty this morning to find the status board completely clean of a/c with mechanical
- 30 Carried on operations from Anzio and here at Pomigriano. During the past thirty days no aircraft were grounded due to radio trouble or tack of radio supplies. pay day with the card games going full blast at night.

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HEADQUARTERS 111TH TACTICAL RECONNAISSANCE SQUADRON APO 650, U.S. ARMY

314.7

3 June 1944

SUBJECT: Historical Records.

: Commanding General, XII TAC, APO 374, U.S. Army., Attn: Historian.

1. Outline history of the 111th Tactical Reconnaissance Squadron for the period | 1 May 1944 to 31 May 1944

a. Present designation: lllth Tactical Reconnaissance Squadron (detached from 68th Tactical Reconn Gp) XII TAC.

- b. Changes in organization:
  - (1) TO 1-267 augmented by (5) additional combat Crews per letter Twelfth Air Force 18 May 1944 subject "Authorization of Additional Combat Crews".
  - (2) Augmentation is as follows:

1 Captain (Pilot)

2 lst Lts (Pilot) 2 2nd Lts (Pilot)

- c. Strength, commissioned, enlisted:
  - (1) Month of May
    - (a) Officers 46. EM 166
    - (b) Officers O, EM 24
    - (c) Officers 5, EM 0
    - (d) Officers 41, EM 190
- d. Stations:

Jan TE

- (1) Pomigliano Air Base, Italy.
  - (a) Date of arrival: 5 October 1943
  - (b) Date of departure: 9 May 1944

- 1 -



- (2) Santa Maria Air Field, Santa Maria, Italy
  - (a) Date of arrival: 9 May 1944.

#### e. Movements:

- (1) From Pomigliano Air Base to Santa Maria Air Field.
  - (a) Change of station and to shorten missions thereby increasing number able to run.
  - (b) 9 May 1944.
  - (c) By motor convoy in two echelons.
  - (d) Roads; excellent; weather CAVU; no obstacles encountered and operations continued throughout the move.

### f. Campaigns:

- (1) Italy.
- (2) Still in progress.
- g. Operations for May, 1944:
  - (1) Campaign: Italian.
  - (2) Nature of Operations: Visual and Photo recon., Artillery Adjustment.
  - (3) Number of missions and sorties: 315 missions and 630 sorties.
  - (4) Results of most important mission.
    - (a) Mission: Visual Reconnaissance:
      - Why was target important.
         To confirm report that enemy was evacuating Pontecorvo area.
      - 2. Results:

May 23, 1944 from 1845 to 1935. 24 250 MT or more moving Nw from Pontecorvo, Aquino on secondary roads and main roads to Frosinone. Time 1830 to 1935. About 15 of them mvg. north from highway 6 to torrice and Veroli. Bulk of movement was forming on highway 6 just west of Aquino. About 50 of them traveling NW from Melfa River bridge to Arce. About 50 on rd from Ceprano to Frosinone. All others mostly on secondary rds. between Aquino, Pontecorve rd and Melfa river. NMS Roccasecca, Casalvieri.

- 2 -



(b) Mission: Arty R reverted to visual Reconnaissance May 25, 1944 from 1000 to 1135.

1. Why was tartet important.

To check enemy movements in Cori, Velletri, Valmontone area. Pilots called in fighter bombers and let them to target after finding 75 MT heading north at H G 070410 to Cori. Convoy consisted of half tracks, armored cars and trucks. This was the beginning of the convoy of over 300 motor vehicles during the rest of the day fighter bombers bombed and strafed this convoy destroying 211 MT (actual ground count)

- (c) Mission: Artillery Adjustment. May 26, 1944 from 0945 to 1155.
- 1. Why was target important. Medium field guns at F 8625. 1st target medium field guns at 8625. 5 rounds for adjustment. 3 salvos fire for effect. Gun was neutralized. Personell started salves for effect. Our was neutralized. Personell started to escape up a wadi and fire was transferred to them killing several personell. Firing battery and several others were firing at the personell. Transferred fire to second target F 8635. 3 rounds for adjustment, 4 salvos of fire for effect. 3 salvos in target area, 1 large field gun turned over. 1 salvo was 800 over but made a direct hit in a gun pit neutralizing it. Transferred fire to an enemy tank trying to escape. Tank destroyed and one round missed tank destroying an old white horse. Other field guns observed at areas No. 4, 10, 2, and 3 all of them firing.
  - h. Commanding officers in important missions:
    - 1st Lt Tapscott
    - 2nd Lt Kepple (b)
    - (c) 1st Lt Tapscott
  - Losses: None.
  - j. Former and present members who distinguished themselves in action.
    - (1) MAURICE E. NORDLUND, 0742009, First Lieutenant. (a) Engagement: Nil.
- (b) On 14 February 1944, Lt Nordlund flew on a mission to adjust naval artillery fire upon enemy positions near Anzio, Italy. Despite intense anti-aircraft fire which damaged his aircraft, Lt Nordlund courageously remained in the danger area to relay exact information enabling naval guns to destroy a number of enemy gun positions.
  - (c) AM 1st OLC
  - (3) LEE A. HARPER, 0745370, Second Lieutenant. (a) Engagement: Nil.
- (b) On February 8, 1944, Lt Harper flew as a weaver on a mission to adjust naval artillery fire upon enemy



positions near Anzio, Italy. Despite intense anti-aircraft fire, Lt Harper skillfuly maneuvered his aircraft at minimum altitude to protect his leader, thereby enabling him to relay exact information to allied naval vessels.

(c) AM

(3) JAY W. GOSSETT, 0679732, Second Lieutenant.

(a) Engagement: Nil.

(b) On 27 January 1944, while flying on a two-plane reconnaissance mission near Avezzano, Italy, Lt Gosset was attacked by eight enemy aircraft. Displaying outstanding courage and tactical skill when he observed his leader under fire from two Me-109's, Lt Gossett, although under attack by two hostile aircraft FW 109's, immediately went to the aid of his comrade and forced the hostile aircraft to break off combat thereby saving his leader from certain destruction.

(c) AM

- (4) ARTHUR F. HARRIS, 0745372, Second Lieutenant.
  - (a) Engagement: Nil.
- (b) On 31 January 1944, Lt Harris flew as weaver on a mission to adjust naval artillery fire upon enemy positions near Anzio, Italy. Despite intense anti-aircraft fire, Lt Harris skill-fully maneuvered his aircraft at minimum altitude to protect his leader, thereby enabling him to relay exact information to allied naval vessels.
  - (c) AM
  - (5) CHRIS P. HODGSON, 0671018, Second Lieutenant.
- (a) Engagement: Nil.

  (b) On 25 January 1944, Lt Hodgson flew on a mission to adjust naval artillery fire upon enemy positions near Anzio, Italy. Despite intense anti-aircraft fire, Lt Hodgson courageously remained in the danger area to relay exact information enabling the naval guns to destroy six enemy gun positions, a railroad station and a number of trucks.

(c) AM

- (6) ARLESS C. LAFFERTY, 0679758, Second Lieutenant.
- (a) Engagement: Nil.
  (b) On 12 January 1944, Lt Lafferty flew on a two-plane reconnaissance mission over Cassino, Italy. Although his aircraft was heavily damaged by anti-aircraft fire, Lt Lafferty courageously remained in the danger area and completed a successful mission.

(c) AM

- 4 -

(7) THADDEUS G. MOSIER, 0679768, Second Lieutenant.

Engagement: Nil. On 7 February, 1944 while flying an aireconnaiss-(a) (b) snce mission over the Lake Bracciano area north of Rome, Italy, Lt Mosier and his comrad were attacked by three ME-109's. Displaying outstanding courage and tactical skill as he engaged the hostile planes, Lt Mosier forced them to break off combat. Then he continued on his assigned mission, Lt Mosier completed a thorough reconnaissance of this area before returning to base. (c) AM

(8) ERNEST C. PERRY, 0672199, Second Lieutenant.

(a) Engagement: Nil.
(b) On 24 January 1944, Lt Perry flew as weavor on a mission to adjust naval artillery fire upon enemy positions near Anzio, Italy. Skillfully maintaining his position in the face of intense anti-aircraft fire, Lt Perry protecting his leader from enemy fighters thereby enabling him to relay exact information to naval vessels.

(c) AM

(9) WILBUR A. TAPSCOTT, 0680963, Second Lieutenant. Engagement: Nil.

(b) On 6 February 1944, while flying on a reconnaissance mission near Rome, Italy, Lt Tapscott and his comrade were attacked by eleven enemy fighter planes. Displaying outstanding courage and tactical skill in the ensuing battle Lt Tapscott damaged two ME-109's and drove off several hostile planes which were closing in on his leader.

(c) AM

(10) HAROLD F. HARTMAN, 079824, Second Lieutenant.

(a) Engagement: Nil. (b) On February 5. 19 (b) On February 5, 1944, Lt Hartman flew as weaver on a mission to adjust naval artillery fire upon enemy positions near Anzio, Italy. Despite intense anti-aircraft fire, Lt Hartman courageously remained in the danger area to protect his leader until direct hits from enemy fire heavily damaged his aircraft forcing him to parachute over enemy territory.

(c) AM

(11) HERBERT A. JONES, JR., 0793632, Second Lieutenant.
(a) Engagement: Nil.

(b) On 16 February 1944, Lt Jones flew on a mission to adjust artillery fire upon a vital bridge at Pontecorvo, Italy, Despite intense anti-aircraft fire, Lt Jones courageously remained in the danger area to relay exact information enabling allied guns to score two direct hits upon the bridge. (c) 2nd OLC

WILMER E. KNIGHT, JR., 0799582, Second Lieutenant. (a) Engagement: Nil.

(b) On 6 February 1944, while flying on a reconnaissance mission near Rome, Italy, Lt Knight and his wingman were attacked by eleven enemy fighter planes. Displaying outstanding

courage and superior tactical skill against overwhelming odds, Lt Knight and his wingman damaged three enemy aircraft before exhaustion of ammunition and heavy damage to their P-51's forced them to break off combat. After safely escorting his wingman to a friendly landing field, Lt Knight's shattered plane fell from control as he attempted to land at his base and he was killed in the resulting crash. (c) DFC

(13) JOHN R. LABUSKES, 0797680, First Lieutenant.

Engagement: Nil. On 25 February 1944, Lt Labuskes flew on a mission to adjust allied artillery fire upon a vital roadbridge near Roccasecca, Italy, Despite heavy cloud layers which forced him to fly at extremely low altitude in the face of intense enemy ground fire, Lt Labuskes relayed exact information enabling allied guns to register three direct hits upon the bridge and render it unserviceable to the enemy. Voluntarily remaining in the danger zone, Lt Labuskes then directed fire upon enemy anti-aircraft batteries and his photos revealed seven hits in the battery area, one of which destroyed the directory pit, silencing the battery.

HAYDEN H. HARRISS, 0799565, Second Lieutenant.

(a) Engagement: Nil.
(b) On 20 February 1944, Lt Harriss flew on a mission to adjust artillery fire upon a vital bridge near Pontecorvo, Italy. Displaying outstending courage and flying ability as he maintained his position in the face of intense anti-aircraft fire, Lt Harriss relayed exact information enabling allied guns to heavily damage this important objective.
(c) lst OLC

(15) JOHN P. O'REAGAN, 07988347, Second Lieutenant.
(a) Engagement: Nil.

(b) on 31 January 1944, Lt O'Reagan flew on a mission to adjust naval artillery fire upon enemy positions near Anzio, Italy. Displaying outstanding courage and flying ability as he maintained his position in the face of intense anti-craft fire, Lt O'Reagan relayed exact information enabling allied naval guns to inflict heavy damage upon the enemy.

2. Inclosed is War Diary 111th Tactical Reconnaissance Squadron for period 1 May 1944 to 31 May 1944

For the Commanding Officer:

ERT ANGUS, Captain, Air Corps,

Incl: 1 - War Diary

Sheet No. 5 WAR ARY

Month of May 1944

lllth Tactical Joonnaissance Squadron, Santa Maria, Italy.

Prepared by: Robert Angus, Capt., A.C., 111th Tactical Ron Sq.

27. Continued: get a shot in. The officers whipped the league leading Armament team 15-11 in a free scoring game. Captain Randerson hurled for the victors to give the officers a second place tie.

28. Alerted for movement early next month to Nettuno. Suits us. The further north we so the quicker we will get home. Houtine day with everything going smoothly.

29. The Navy pilots started flying missions today to get their baptism of fire in fast fighter aircraft. All of them seem darn pleased with the new planes and tactics. Navy boys discovered a great difference between Army & Navy tactics. Lt Lafferty reached his goal of 75 missions and prepared to mark up some more.

30. Major Louis R. Rafanelli, Everett, phio, who has been squadron executive since last August left for the US. Major Raf had flown eighty four (84) missions including sorties flown in Tunisia, Sicily and Italy. He led a flight of P-39's in a 7 hour flight from South England to North Africa in January 1943. He was in command of the "B" echelon when the Sq He was a capable commander was split in two during the Sicilian campaign. and a friend of all the men. Returning to the US with him are Captains, Hamilton and Earl who have been with us for a year during the Sicilian and Italian campaigns. Both had over eighty missions. Hated to see those fellows go for they have been all around swell officers. Captain Randerson our engineering officer becomes the executive officer. Capt Randy has an impressive record and leads the squadron with 91 sorties flown in all four campaigns. His experiences have been many and varied. He piloted an A-20 B across the South Atlantic in Nov 1942. Was forced down in the desert at Insular in the Sahara desert and spent several days trying to convince the French Commander of a fort there that he did not have to surrender to him. During the critical days of December "42" and Jan "43" Captain Randy flew his A-20 out over the Mediteranoan off Oran searching for enemy subs to drop his depth charges on. In the Tunisian campaign he piloted a P-38 When the Squadron minus all guns on photo missions over Bizerte and Tunis. engineering officer was transferred before the start of the Sicilian campaign Capt Randerson stepped in and took over the job whipping the section into as fine a unit as can be found overseas, and still managed to fly his quota of missions.

31. 1st Lt O'Reagan became leader of "C" flight and 1st Lt Hayden Harriss took over similar duties for "B" flight. During this month we performed 315 missions to set an all time high for the Squadron. Cpl Sullivan of Armament poled out a home run with bases loaded in the sixth inning to put the Sq team shead 7-6. But the 27th Ftr Bombers came back to score two runs and take the lead. "Snoopers" came to bat for the last half of the last inning. Sgt Wally Watson slammed out a three bagger and catcher T/Sgt Owen brought him home with the tying run on a one base blow. Sgt. McGill pen pusher from Hq ended the game with a double scoring Owens with the winning run.

Sheet No. 1 WAR ARY Month of May 1944

Santa Maria Air Field, & Italy.

Prepared by: Robert Angus, Capt., A.C., lllth Tact Rcn Sq.

- 1. Beach-head echelon continued having all the excitment as the men dug deeper "homes" in the earth. Missions flown from there are receiving whole hearted appreciation of the VI Corps artillery. Lt's Hornsby and Lee heard a Spitfire pilot give his position just before he bailed out so they scooted to the area. Located the pilot in the water 4 miles west of San Felice point and circled the area until the rescue launch arrived and escorted it home. A little extra curiculum work. Squadron alerted for move and the scramble to find boxes for everything began.
- 2. Lt Lafferty returned from the beachhead and told of a lunch he had with some VI Corp Generals. They were plenty pleased with the lllth's work and drank a toast to the "snoopers". In fact they became so enthused that they discussed the possibility of night artillery adjusting. Our boys talked that down in a hurry. The French Recommaissance Squadron 2/33 arrived late in the evening and came under our protective wing to train and get into action. Major Flowers, Capt Bailes and four men went up to the beachhead this morning. Capt Bailes is to adjust the radio sets used by the artillery to talk to our spotters.
- 3. Capt Angus with S/Sgt McGill as straw boss, took an advanced echelon off to new field to set up a tent city. Looks like we all will move back into tents again after seven months in the apartments at Pomigliano. Capt Hearrell really has his hands full having to set up training schedule for new pilots and French squadron too. C'est la guerre!
- 4. Bad luck struck one of our new pilots up on a training mission. Had some trouble with his landing gear and crashed while landing. Lt Presley, the pilot, received severe injuries and is lost to us for good. The plane lost was a P-51 (period) with 240 sorties to her credit. We had begun to feel she would someday find a niche along side of the "Spirit of St. Louis" at the Smithsonian Institute. A sturdy ship and a credit to the North American Aviation Company. Capt Angus came back from new field at Santa Maria and said the field wouldn't be ready for six days at least. Mosquitoes dive bomb up there each night.
- 5. Sgt Hallett sent word from the beachhead that he spends a pretty full day up there. Beats a path to his fox hole each night; during the day he's intelligence clark, operations clerk, camera man, armament man, and field radio controller. Wonder what he does in his spare time. Capt Lowry, Artillery ALO, gave the French Pilots a lecture on artillery adjustment from the sir.
- 6. Word came down from the beachhead that Capt Rafanelli had to bail out. He was hit by several bursts of flak over the beachhead and tried to make a landing strip at Nettuno. Finally had to bail out about 1100 feet and landed in "C" Ration dump. Received slight burns and a few cuts but is okay otherwise. Briefed the next mission and carried on as usual. Sgt Theodoropoulos fell off a weapons carrier and spread one dozen eggs over the readside whereupon he took after the driver with murder in his eye.

Sheet No. 2 WAR DI' Y Month of May 1944 Illth Tactic Reconnaissance Squadron Santa Maria air Field, Italy.

Prepared by: Robert Angus, Capt., AC,

111th Tact Ren Sq.

7. Routine day with two more pilots making their first flight into enemy territory. Three new F-6A's arrived today all bright with silver paint. Advanced echelon continued to throw up tents and barbed wire making things "home like" for the rest of the squadron.

- 8. Camp at Santa Maria completed today and advanced echelon took a rest to wait for main part of squadron to arrive. Lt's Humphreys and Simmons followed the dive bombers on a mission and went down with them to get photos of the bombing. Communications section began taking up some of their miles of wire in preparation for the move.
- 9. Moving day. Made entire move in two sections starting in early morning. Throughout the entire move the missions continued to be flown without a hitch. So no operational time was lost at all. The move was by far the smoothest made so far. All the tents were up for living and sections and all that had to be done, was move in. During the day we received three more F-6A's and ten Navy pilots arrived for instructions in naval adjustment in fighter type planes. Three staff sergeants that we sent home to become flying cadets returned to us today. Seems like Uncle Sam changed his mind just when the boys got to Casablanca and sent them back.
- 10. Lt Kepple had to make a crash landing on the Anzio beachhead and narrowly escaped injury. Orders came in sending communications officer Capt Bailes and two EM back to the US on rotation. Capt Bailes will be sorely missed as we will never get a communications officer to equal his ability. Santa Maria airfield has turned into a dust bowl. Capt Hearrell has all he can handle now trying to get the 2/33 French Squadron into operations, train the Navy pilots and run operations too.
- 11. The big push started this morning and 14 missions were to be run but bad weather cut that down to three. Teletype hookup to 5th Army Hq kept us informed of the advance of our troops each hour. Everyone hoped for better weather in the morning so we could go all out during this show. Softball diamond laid out and schedule set up with the officers entering a team of their own. Executive Officer Louis R. Rafanelli became a Major today and Flight Leaders Earl and Hamilton made Captain. Free drinks tonight!
- 12. Fourteen missions of twenty eight sorties were flown today setting a new squadron record. The work done during the day received the praises of 5th Army Staff. Secured a beautiful 15 room clubhouse for an officers club. Bomb line changes have been mighty encouraging all day.
- 13. Flew fourteen missions again today. Picked up lots of movements and reported same to fighter bombers who were in the air waiting for a call. Also ran two artillery adjustment missions in support of advance. (BB) our last P-51 (period) was trfd to the 47th Bomb Group and we are now fully equipped with F-6A's. Officers entertained the French Officers of 2/33 Sq in the Officer's Mess tent.
- 14. Lt. Col. Nesbit, Inspector General from XII TAC arrived to begin inspection of the Squadron. Beachhead commandess returned to squadron today with some tall take of their stay up at Anzio. (Continued Sheet 3)

Sheet No. 3 WAR DIA Month of May 1944 llith Tac cal Reconnaissance Sq, Santa Maria Air Field, Italy.

Prepared by: Robert Angus, Capt., AC, lith Tact Ron Squadron.

- 14. (Cont'd) Continued heavy support of drive by flying 13 missions. Soft-ball league began with Armament beating Hq combination team.
- 15. Again the record was tied as fourteen missions were performed. On one Lt's O'Reagan and Hornsby marked up the squadrons! 1700th mission. Mail finally caught up with us today and everyone received "beaucoup".
- 16. Hq got snowed under today when fifteen EM arrived fresh from the USO club in the states. As soon as word of the arrival of all the replacements spread around the older men, the rumor, that going home, spread like a forest fire. Nothing to it thei Lt Hayden Harriss climbed into the Elite Club by marking up his 75th mission. Officers dropped second straight game in the twilight league and have still to win one.
- 17. Another long operational day with the first mission taking off at 0600 and the last one landing at 2030. During the day sorties number 3500 and 3501 were marked up on the book. In the twilight league the Mess section bounced back to whip Armament 15-8 knocking them out of first place. Five foot short mail orderlies "Howe and Grande" staggered in with "beaucoup" mail.
- 18. Two more replacements arrived making a total of 16 in three days. That's the most replacements this squadron has received since Sept 42. Sgts Melroy and Wells finally came back from Capri, five days overdue. Claimed the harbor had been ruined by "Jerry" and no boats had run for a week.
- 19. Slight rain and bad weather throughout the day cut the missions to 7 completed. Assistant Operations officer Lt Tapscott stepped into the charmed circle when he flew his 75th mission. Our co-workers, the French 2/33 Recon Sq, are now operating without any difficulties. They learned very quickly and each section operates right along side of our sections. They sure are a hard working bunch and really have a splendid "Espirit de Corps".
- 20. Major Rafanelli returned to combat today fully recovered from his injuries suffered when he bailed out over Anzio. The squadrons softball team opened the season by dropping a close game to 1971st Truck Company by a 3-2 count. Sgt Wally Watson was the big noise with the bat driving in both runs with a two base hit and a home run. Sgt. Mucklerov pitched good ball allowing only four hits and one earned run, but two costly errors provided the winning margin.
- 21. Small detail of 2 officers and nine men departed for Anzio again to resume small scale operations from the Nettuno landing strip. At the rate the latest push is going those men will get to Rome before the rest of the Squadron. Naval pilots went out on a practice mission today led by by our Lt's Perry and Hornsby.

111th Tactical connaissance Squadron, Santa Maria, Italy.

Sheet No. 4 WAR DIARY Month of May 1944

Prepared by: Robert Angus, Capt, A.C., 111th Tactical Rcn Sq.

22. Busy day with twenty two sorties flown, most of them taking off from Santa Maria and landing at Nettuno to be briefed and then flying their mission from there. Lt's Cornwell & Perry received newspaper clippings from home telling of their work while flying artillery missions from the beachnead. Article stated that the lieutenants were members of the oldest tastical recommaissance squadron on active duty in this theater of operations. Lt Chris Hodgson passed out drinks after completing his 75th mission. M/Sgt Wally watson again was the big man with the bat as the Sq whipped the 57th Service Squadron 12-2.

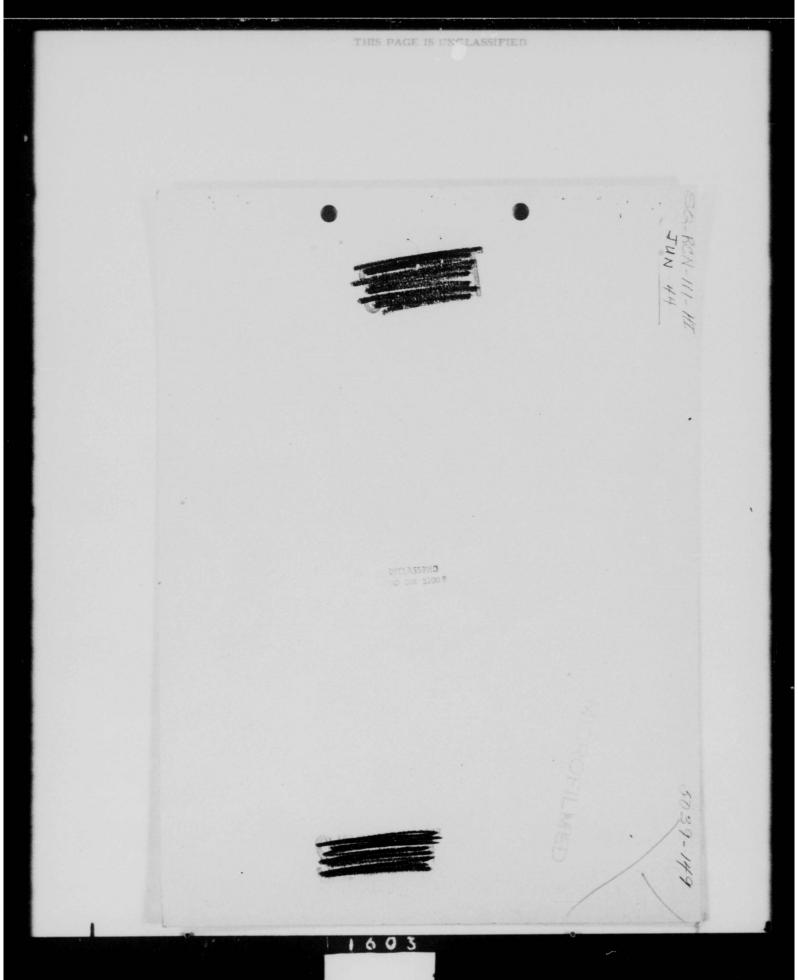
23. All our missions today were flown from the beachhead in support of . the big push from there. It Tapscott and Lt Cannon flew a special call mission to pick up enemy movements as the word had come back that it was believed the Germans were moving out. Sure enough Lt Tapscott found over 250 vehicles moving north on all roads in the direction of Rome. It Art Harris left for XII TAC (Adv) to replace Capt Hamilton as Tactical Ron liaison officer.

24. Due to the increased activity in the beachhead area four more men were sent up there to crew chief the planes. ht Perry scored his 75th mission. First engine change on an F-6A begun today. Capt Lester and his pill rollers took a "poke" at everyone in the outfit in the form of more "shots".

25. Again all the missions were flown from the Nettuno landing strip in direct support of the attempted break through. Our pilots conducted 8 artillery adjustments knocking out or neutralizing enemy field pieces. On one mission 95 MT were observed and the observer called the P-40 Ftr Bombers who bombed and straffed the convoy in short order. Lt O'Reagan reached the 75th mission mark and joined the ever increasing Elite club. M/Sgt Johnson supervised the wiring of all the mens tents so that everyone now has plenty of light. 1st Sgt Renken stole the limelight in the twilight softball game with the colored boys from the 904th. Renken smashed out a softball game with the colored boys from the 904th. Renken smashed out a two base blow to score two runners. Then he took home on a fielder choice to score what proved to be the winning run. Then our 6'4" first soldier let a ball go right thru his long legs and on the next play dropped a peg to first base. But the snoopers won 3-2.

26. Fifteen missions of thirty sorties flown today to set a new squadron record. Again eight artillery adjustment missions were flown in the VI Corps sector. It Simmons flew thrae of the missions wearing out his "famny" doing so. It O'Reagan brought his ship back with half a wing gone. It has canopy and another hole in his cockpit. The It did a fine a hole thru his canopy and another hole in his cockpit. The It did a fine job of bringing home the crippled ship and was slightly tongue tied when he landed.

27. Squadron starts twenty first month of overseas service. Lt Johnson and Lt Hornsby celebrated the day by slow rolling over the field indicating two victories. Lt Johnson shot down his ME-109 with 60 rounds. Lt Hornsby caught his with a long burst and both ME crashed in the same field Lt Johnson caught up to his ME so fast he was forced to dump his flaps to continued------



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HEADQUARTERS 111th Tactical Reconnaissance Squadron

RA/hfm

APO #650, U.S. Army. 3 July 1944.

SUBJECT: Historical Records.

- : COMMANDING GENERAL, XII TAC. Attention Historian.
- 1. Outline history of the 111th Tactical Reconnaissance Squadron for the period 1st June 1914 to 30th June 1914:
  - a. Present designation: 111th Tactical Reconnaissance Squadron. XII TAC.

  - $\frac{\text{b. Changes in organization:}}{(\text{I.})\text{Changes in designation, assignment or attachment}}$ 
    - (a) Changes in designation: None
    - (b) Change in assignment; Relieved from assignment to ofth Tactical Recon. Group and assigned to XII TAC per Par 3, GO #70 Twelfth Air Force dated 31 May 1914.
    - (c) Changes in attachment; Relieved from attached to XII TAC to assigned XII TAC per Par 3, GO #70 Twelfth Air Force dated 31 May 14.
    - (2) Subordinate units: None
    - (3) Changes of Commanding Officers: None CO promoted to Lt Colonel 14 June 1944.
    - (4) Changes in staff officers: Captain Luther W. Randerson appointed Executive Officer per SO #12 Hq. 111th Tac.Rec.Sq. dd 29 May 141.
    - (5) Changes in T/O: None.
  - c. Strength, commissioned and enlisted;
    (1) Month of June 1924
    - (a) At beginning 41 Officers 190 Enlisted Men.
    - (b) Net increase O Officers 12 Enlisted Men.
    - (c) Net decrease 3 Officers O Enlisted Men. (d) At end 38 Officers 202 Enlisted Men.
  - d. Stations

    - (1) Santa Maria Air Field, Italy.
      (a) Date of arrivel; 9 May 1914.
      (b) Date of departure; 6 June 1914.

    - (2) Nettuno Landing Strip, Italy.
      (a) Date of arrival: 6 June 1914.
      - (b) Date of departure: 11 June 1914.
    - (3) Ponte Galera Air Field, Italy.
      - (a) Date Of arrival; 11 June 1944.
      - (b) Date of departure: 18 June 1914:

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(4) Veltone Air Field, Italy.
(a) Date of Arrival: 18 June 1914.

#### e. Movements.

- (1) From Santa Meria Air Field to Netturo Landing Strip.
  - (a) Purpose, change of station and to bring outfit in closer contact with edvanced Hq.
  - (b) Dates: Began 0430 6 June 1944. Completed 0330 7 June 14.
  - (c) Movement made in two motor convoys.
  - (d) General condition of roads was good and no obstacles were encountered. Weather was clear.
- (2) From Nettuno Lending Strip to Ponte Galera Air Field.
  - (a) Purpose: Change of station and to shorten lines of communications.
  - (b) Dates: Movement started and completed 11 June 1914.
  - (c) Movement made in two motor convoys.
  - (d) General condition of roads was good and no obstacles were encountered. Weather was clear.
- (3) From Ponte Galera Air Field to Voltone Air Field.
  - (a) Purpose: Change of station and to shorten lines of communications.
  - (b) Dates: Movement started and completed on 18 June 1914.
  - (c) Movement made in two motor convoys with 47th Bomb Group assisting with extra trucks.
  - (d) Conditions of roads was good and movement was made without incident. Weather was clear.

#### f. Cempaigns.

- (1) Italain.
- (2) Still in progress.
- (3) Nature of Operations: Visual and Photo Recon. Artillery Adjustment. 225 missions, 369 Sorties.
- g. (1) Results of most important missions.
  - (a) Visual Reconnaissance.
    - Why was target Important;
       To confirm reports of enemy evacuation.
    - (2) Results: June 1, 1914 from 1615 to 1810.
      150 plus MT and tanks west, parked, Hy. I., Vatican City to F-6267, bumper to bumper, many marked with white spots on hood. 75 plus MT F-6778 to F-6666, all secondary roads Rome/F-6358/Hy 2, heavy movement N. and NW. 30 plus flamers F-6666/F-6778. 30 plus flamers F-6067/F-6183. 4 flamers F-6068. Heavy enemy traffic W in SW part of Rome. Filots were Lt. Jackson
    - (Tac/R) and Lt. Kazarian (weaver).
      (b) Mission; Visual Reconnaissance.
      - (1) Why was target important:
      - To check enemy evacuation on road nets.

        (2) Results: June 6, 1914; from 1900 to 1945.

        1000 MT all in close column moving north and NW
        Bracciano, Manziano/A-4510/Vetralla/Viterbo. Includes
        some H/D. 20 plus MT moving NW Montefiascone/Orvieto
        highway. 50 plus MT moving North Civitavecchia to
        --1898. Large fire in south edge of Civitavacchia.

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15 plus MT moving north F-2133 to Civitavecchia. Bridge at F-4378 is out. Pilots were Lt Lee (Tac/R) and Lt Carlson (Weaver).

(c) Mission: Visual Reconnaissence.

(1) Why was target important: To check road movements Viterbo, Montefias-

cone, Orvieto.

(2) Results: 8 June 14 from 0720 to 0815.

At 0720-100 MT moving both ways, Viterbo, Montefiascene. 20 MT moving both ways, Montefiascene, Orvieto. 15 MT moving both ways Crvieto, A-3784. 5 MT East out of Orvieto. 15 plus MT both ways Radiconfani, A-2952. Smole up to 5000' coming from road at A-2267 and bomb craters along road in area. 10 MT parked A-0957. Pilots were Lt Hodgson (Tac/k) and Lt Johnson (weaver).

(d) Mission: Photo Mission.

(1) Why was target important: To take pictures of activity in La Spezia

harbor.

- (2) Results: 15 June 14 from 1115 to 1500. La Spezia herbor, east side. Two cruisers, possibly Trieste, CA 2 class. One armed merchant vessel 195 feet long. Two ships under construction in dry dock. One descroyer 225 feet. Six "?" boats 150 feet. One coastal vessel 150 feet. One merchant vessel 100 feet. 2 merchant vessels, 270 feet. One oil tanker with "?" boat along side. One 200 foot naval vessel. One submarine in dry dock at torpede factory. One descroyer in fitting out basin. La Spezia, west side. One light cruiser near arsenal. One heavy cruiser near arsenal. Three destroyers near arsenal. Pour submarines near sub pens. Numerous small fishing boats. Two large navel ships sunk near oil storage area. Four small barges 115 feet long. Numerous small craft near radio school. Three capsized ships. Visual: 86 plus RR cars in M/yards at La Spezia. 150 plus RR cars in M/y between Florence and Signa. Pilots were Lt Johnson (Tac/R) Ens Markey (Weaver).
- h. (a) 2nd Lt Gaillard M. Jackson, 0-754628
  - (b) 2nd Lt Owen J. Lee, 0-812104
  - (c) 1st Lt Chris P. Hodgson, 0-571018
  - (d) 2nd Lt Werner E. Johnson, 0-682547
- i. (1) Mission: Visual reconneissance in area R-3304.
  - (a) Nil
  - (b) Nil
  - (c) Missing
    - (1) 2nd Lt Arthur S. Kezarian, 0-682653, on 15 Jun 44 at 1930 hours.
  - (d) Nil
- j. Former and present members who distinguished themselves in action:
  - (1) JACK R. HODGSON, 0-800539, 2nd Lt
    - (a) Engagement: Nil.
  - (b) On 19 Jan 14 Lt Hodgson flew a visual reconnaissance mission near Atina, Italy. Observing hostile aircraft attacking our own aircraft below him, he immediately dove to our own aircrafts assistance. From this action Lt Hodgson is missing.
    - (c) 1st Oak Leaf Cluster.



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- (2) MAURICE E. NORDLUND, 0-742009, 1st Lt.
  - (a) Engagement; Nil.
- (b) On the 15 Jan 14 Lt Mordlund sighted over 1000 cars in marshalling yard at Rome and descended to an altitude of 1800' to make a photo strip of them. In disregard of light and medium flak he obtained large scale photos that revealed a tremendous amount of information when interpreted. On the 18 Mar 14; while running a long photo strip in the Atina area his ship was bracketed byheavy, intense, and accurate flak. Again disregarding his personal safety he continued his straight and level course to the end of the assigned photo strip. During the latter part of the run his ship was hit by fragaments from two seperate 88 mm salvos.
  - (c) DFC.
- (3) BERNARD M. McGOWAN, 0-411715, Captain.
  - (a) Engagement: Nil.
- (b) On 8 Dec 144, Capt McGowan on his own initiative took five photo strips which necessitated flying straight and level at 5500' above the ground for 12 miles and through heavy, light, intense and accurate flak. The area photographed was known to contain a large concentration of enemy guns and from first phase interpretation revealed the location of 25 enemy gun positions together with defenses that were of unestimable value to army ground units. On 31 Jan 14 Capt McGowan's plane was damaged by flak but he continued on his mission further into enemy territory and returned with his usual detailed report of enemy activity and movement. On 7 Nov 43 Capt McGowan flew unescorted deep into enemy territory, although enemy air craft were known to be in the area, and brought back valuable information of enemy activity.
  - (c) DFC.
- 2. Inclosed was War Diary 111th Tac Recon Sq for the period 1 June to 30 June.

For the Squadron Commander:

1 Incl: War Diary

A.C. Adjutant.

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Sheet No. 1 WAR DIARY
Month of June 1944

111th Tactical Reconnaissance Sq Valtone Air Field, Italy

Prepared by: Robert Angus, Capt., A.C. 111th Tact Ren Sq.

- 1. Began the new month still stationed at the Santa Maria dust bowl. While adjusting artillery fire both Lt Humphreys and Lt Hornsby had flak hit their planes. Sortie mark 3800 was passed today. Lt Kepple made a hurried landing on the Nettuno landing strip and ground looped to avoid parked planes.
- 2. Another milestone passed when squadron marked up mission number 1900. Navy pilots are doing okay flying regular missions with our boys. Alerted for movement in the very near future. We're getting too far behind the lines as is. League softball games went on with Armament conking Mess and Supply 17-12.
- 3. Third day of the month and 33 missions already recorded. the 'Hun' is still running. Eig event of the day was the dance the enlisted men had at the Red Cross in Santa Maria. Plenty of good looking friendly Italian gals were present and the 'Harlem Hot Shots' from the 99th Fighter Squadron provided the music. Big time was had by all.
- 4. Just a routine day with nothing happening. Mail and morale both very good. Missions from Anzio were fairly quiet. Pilots reported hundreds of German trucks in flames north of Rome. A beautiful sight. Close shaves were the order when a 500 lb bomb was accidentally salvoed from a Thunderbolt. The bomb hit the runway and shrapnel rained all over the area. One very large piece struck 15 ft from the desk in engineering office. Fortunately, there were no casualties.
- 5. Ordered to move squadron to Nettuno landing strip early tomorrow morning. Despite the hurried packing and confusion ten missions were flown. "A" Echelon all packed by dark.
- 6. Advanced echelon left Santa Maria at 0430 hours and after an uneventful trip arrived at Nettuno landing strip at 0900. The field was crowded all day with planes coming in to gas up and arm up to shoot up the "Huns" transportation. Despite all this we flew 9 missions. Word of the invasion of France reached us just before noon. Just before dusk several planes came over the field low on gas and everyone tried to get in at once. A P-MU landed hot and ran over a Spitfire on the runway. The Spit Pilot was pinned in his ship. People ran out to get the pilot out. Lt Lafferty ran out to help. As some men were lifting the Spit pilot out the ships guns fired a short burst killing several people who were standing some distance away. Lt Lafferty, after seeing that he could be of no assistance had turned and was waking away when an HE shell hit hime in the left arm taking his arm off. He was rushed to the nearest hospital and was doing okay by derk. He had already flown seventy six missions with our squadron. It was after midnight before the balance of the squadron arrived at Nettuno.
- 7. Almost everyone managed to get a good swim in the nice cool sea. Tents are set up about fifty yards from the water and we get a breeze all the time. Navy pilots were assigned to flights today and will fly a regular schedule. It Nicholson came back from a mission with a flak hole thru his cockpit and some more in his flaps. The "Hun" made a heavy raid on the shipping in Anzio harbor during the night. Everyone had a ringside seat. Several of our Italian help got badly scared and asked to quit working for us the next day.

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Sheet No. 2 WAR DIARY
Month of June 1944

lllth Tactical Reconnaissance Sq Valtone Air Field, Italy

Prepared by: Robert Angus, Capt., A.C. 111th Tact Ron Sq.

8. Members of the squadron visiting Rome said it is a 'bono' town. Plenty of good clean looking women all over the town. Some men were present when the Pope spoke. Captain kanderson established a new record for number of tactical reconnaissance missions flown by scoring his 92nd mission. Record was hel by Lt Gilmore, this orgn, with 91. S/Sgt Keller located a film and the EM had a movie after dark. 9. An unusually quiet day with nothing of note happening until after dark when the "Hun" made another raid on the shipping. This time they dropped flares near the field. 10. Received an alert order telling us to prepare for a move to a field somewhere north of Rome. Mail caught up with us today making everyone plenty happy. Received coordinates of new field early in the morning so first echelon pulled out at 10:30. M/Sgt Watson crashed into a 2-1/2 ton truck that cut him off and then slammed on his breaks. The jeep called "The Rebels" now has a smashed in face. Late in the afternoon it cleared enough to allow one mission to get off. The second echelon moved up just before dark but at midnight some of the outfit was still lost in the streets of Rome. Rain caught lots of people without a tent up and really soaked them. 12. Finished setting up remainder of equipment. One truckload pulled in around noon. Men claimed they had been lost in Rome all night. Women must have been plenty "bono". Have not received any mail for four days now. No one can find the APO handling our mail. 13. Day got started with a bang. Flight Leader Lt Chris Hodgson spotted a JU 88 up near Leghorn about 0030. He went in for the kill and his guns jammed. His wing man, Lt Carlson, proved equal to the occasion when he closed in on the Hun and sent him into the sea. It Carlson was so excited he forgot to slow roll over the home field. It was his 34th mission. 14. During the day the 2000th mission was recorded. Coincidintal with that the 4000th sortie was also performed. Big event of the day was the location of a dairy with all modern machinery and healthy jersey cows. So we had fresh milk for the first time in twenty-one months. S/Sgt Keller found a film and we had an outdoor movie.

twenty-one months. S/Sgt Keller found a film and we had an outdoor movie.

15. Early morning fog held up the early missions. Lt Kazarian on a late mission with Lt Echardt, one of the Navy pilots, was hit by flak in the area near Lake Trasimenio. Lt Kazarian was heard to say over the radio that he was going to crash land, and the last Lt Echardt saw of him he had the plane under perfect control and disappeared into

last Lt Echardt saw of him he had the plane under perfect control and disappeared into the ground haze. We are pretty sure that he got down okay and expect to see him back for if anyone can escape from the Hun he can. First loss we have had since February 15th. Almost all the men have had at least one visit to Rome.

16. Alerted for another movement. So everyone started packing the little they had unpacked. Twelfth AF General Order came in awarding DFC to our former flight leader Maptain McGowan. He is now a Tactical reconnaissance instructor at Key Field, Meridian,

Miss. Had another movie in outdoor theater.

17. Advanced party left at 0500 for Valtone Air Field. Late in the afternoon a real rain storm struck the squadron at Galera but it didn't reach Valtone until after dark.

18. Planes and rest of equipment arrived at Valtone. The road convoy was a little dampet by the showers. The movie "Hit the Ice" with Abbot and Costello was rained out last night and the same thing happened tonight. If it isn't red dust it's mud. What a country.

CONFIDENTIAL

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Sheet No. 3 WAR DIARY

Month of June 1944

111th Tactical Reconnaissance Sq Valtone Air Field, Italy.

Prepared by: Robert Angus, Capt., A.C. 111th Tact Ren Sq.

19. More rain turned the field into a mud hole cancelling all operations. Lt O'Reagan and Captain Randerson borrowed an A-24 from the French and flew to Palermo. Captain Randerson then flew back an A-20 which now is our utility ship. Finally managed to see the Abbott and Costello show.

20. Rained early in the morning again. Our bivouac area is a in a good spot right near the sea and does not get very muddy. One of the Navy pilots found that the Hun is mighty accurate with his flak. Two holes in his wing testified to the accuracy. Had another movie in our outdoor place.

21. Captains Randerson, Hearrell and Angus flew in the A-20 to Naples and returned with eleven cases of Italian beer. Located the mail as being in an APO near Rome.

22. S/Sgt Frank M. McClain, supply sergeant, since "ational Guard days, left for the US today. He makes the fifth man to be sent home under rotation policy. At the rate it is going it will take twenty years to get everyone home under the present rotation plan. Corporal Howe was gone all day looking for our mail and came in about 2:00 AM with plenty for everyone.

23. Quite a big day. Our commanding officer James H. Deering received a promotion to It Colonel. The 'Chief' has been CO since Jan 1943 and a Major since last June so he really sweated this one out. 2nd Lt Humphreys became a first today. Captains Angus and Randerson returned from Foggia in our A-20 bringing some more mail. Another movie was held outdoors and since we are the only unit having shows the area was really crowded with visitors.

24. Another routine day with operations going on as usual. 1st Lt Harper with 85 missions and 1st Lt Perry with 80 received orders sending them home and they will stert in the morning. 1st Lt James W. Norwood, Armament officer for two years, officially took over the duties of engineering officer. S/Sgt Keller managed to chisle enother film so again we were entertained after dark.

25. Received coordinates of new field but when scouting party arrived at the spot they found the engineers hadn't started yet. An Infantry company from the 88th Division made a tour of all our sections to see how we did things. Swapped our A-20 to the lifth and received a better one in return. Service Groups have not caught up with us yet. Their squadrons are scattered all over the place and that makes it hard to secure supplies. For the third night in a row we had a movie.

26. 1st Lt Gossett passed his 75th mission today. Lt Tapscott moved up to the XII TAC (Adv) to replace our Lt Harris as Tac/R Coordinator. Received another elect order that was cancelled just before convoy was to leave. SNAFU. The fourth night passed with a movie shown.

27. General Order from Twelfth Air Force received awarding 1st Lt Nordlund the DFC. Lt Nordlund, now in the US, did some outstanding work in adjusting artillery on bridges. S/Sgt Keller continued to talk special service officers out of films as we had our fifth straight movie night.

28. Captains Randerson and Angus left in the A-20 at dawn to see about "supplied" such as beer. Showers and general overcast sky kept operations under wraps. However Lt James managed to rack up his 75th mission.

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Sheet No. 4 WAR DIARY
Month of June 1944

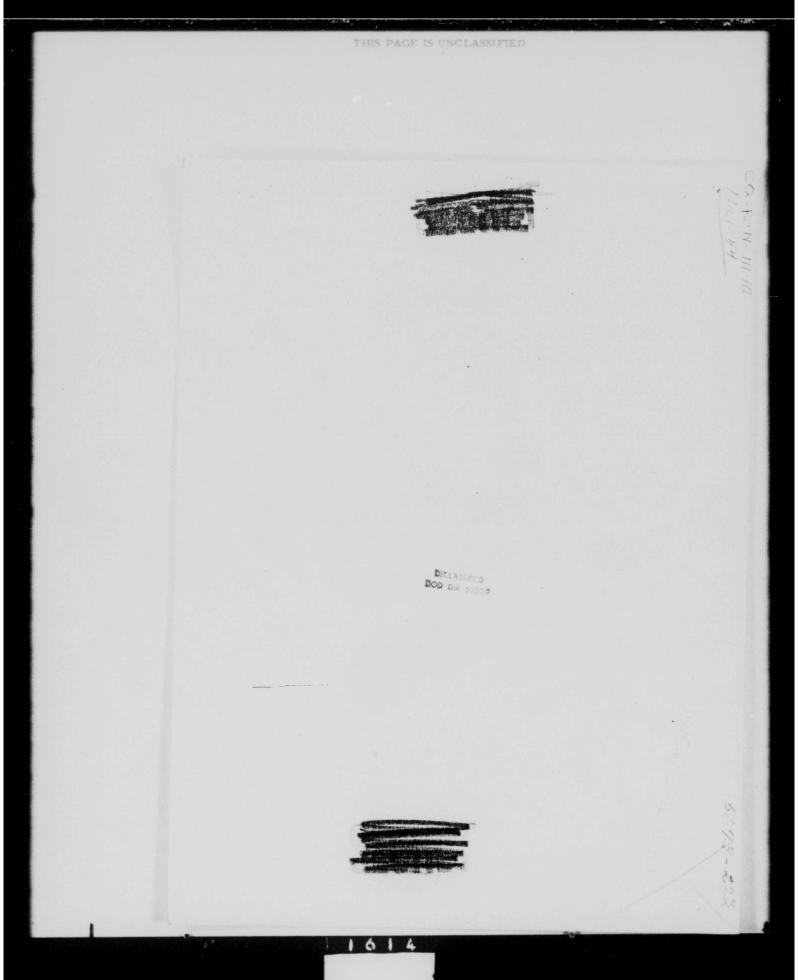
lllth Tactical Reconnaissance Sq Valtone Air Field, Italy.

Prepared by: Robert Angus, Capt., A.C. 111th Tact Ren Sq

29. Captain Hearrell took a small detail of men to the new field to look over the situation. The A-20 came back with sixteen cases of American beer as the main cargo. Beer was donated by Uncle Sams Nevy. Local showers kep down the dust but produced more mad. Six men left for the 1th Army rest camp in Rome. No show but lots of mail.

30. Captain Randerson stepped out in front of the sortie race by flying his 94th mission. It O'Reagan is one behind him and Lt Tapscott is third with 91. First echelon moved out just after lunch to go to new air field at Follonicia. Again we will be near the sea.

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SECRET

HEADQUARTERS
111TH TACTICAL RECONNAISSANCE SQUADRON
APO #650

H/RA/Pk

314.7

3 August 1914

SUBJECT: Historical Records.

TO : CG, XII TAC, APO 374. ATT: Historian.

1. Outline history of the 111th Tactical Reconnaissance Sq for the period 1 July to 31 July 1944:

- a. Present designation: 111th Tactical Reconnaissance Squadron, XII TAC.
- b. Changes in organization: None
- c. Strength, commissioned and enlisted:
  - (1) Month of July 1944.

(a) At beginning 38 officers 203 EM
(b) Net increase 18 officers 4 EM
(c) Net decrease 0 officers 0 EM
(d) At end 56 officers 207 EM

- d. Stations:
  - (1) Valtone Air Field
    - (a) Date of arrival; 18 Jun 14 (b) Date of departure; 2 Jul 14
  - (2) Follonica Air Field
    - (a) Date of arrival: 2 Jul 144
      (b) Date of departure: 20 Jul 144
  - (3) Borgo Air Field, Corsica
    - (a) Date of arrival; 21 Jul 14 ("A" Echelon)
  - (4) Santa Maria Staging Area:
    - (a) Date of arrival: 21 Jul 14 ("B" Echelon)
- e. Movements:
  - (1) From Valtone Airfield to Follonica
    - (a) Purpose: Change of station and to shorten lines of communication.
    - (b) Dates: Began 0830 2 Jul 14. Completed 1900 same day.
    - (c) Movement made by infiltrating vehicles rather than convoy.
  - (d) General condition of the roads was good and noobstacles were encountered. Terrific amount of traffic on the roads. Weather was clear.
  - (2) From Follonica to Borgo Air Field, Corsica.
    - (a) Purpose: Change of station and to prepare for future operations.
  - (b) Dates: "A" Echelon (ground) departed for staging area at Civitavecchia on 17 July 1944. Boarded LST on 19 July and landed Porto Vecchio, Corsica on 20 July 1944. "A" Echelon (air) flew to Borgo Airfield, Corsica on 20 July 1944. Ground echelon achelon arrived Borgo 21 July 144.

THIS DACE IS HNOT ASSISTED

Ltr Hq 111th Tac Rcn Sq, sub "Historical Records", 314.7, 3 Aug 14 continued from page one (1).

- (c) Movement made by motor convoy, LST and plane.
- (d) Weather was clear. Roads good. Accomodations on LST excellent.
- (3) Follonica Air Field to Santa Maria Staging Area.
- (a) Purpose: Put "B" Echelon in staging area to prepare for future operations. Contains 4 0 and  $76~\Xi M_{\odot}$ 
  - (b) Date: Movement began 20 July 1944. Completed 1600 hours 21 Jul 44.
  - (c) Movement made using organizational vehicles.
  - (d) Weather was clear, roads good and movement was made without incident.
- f. Campaigns: (Partook in North African Invasion, Sicilian campaign)
  - (1) Italian.
  - (2) 9 Sept 43 to date.
- g. OPERATIONS FOR JULY 1914:
  - (1) Campaign: Italian.
  - (2) Nature of Operations: Visual and Photo Recon, Artillery adjustment.
- (3) Number of missions and sorties: 19 missions and 34 sorties (17 thru 31 Jul 44, "B" Echelon"). Incomplete Total 102 missions 204 sources.
  - (4) Results of most important missions:
    - (a) MISSION: Visual and Photo Reconnaissance.
      - (1). Why was target important. Railroad and road bridges.
    - (2). Results: 26 Jul 14 from 1300 to 1500. Bridges, RR, and road out at K 8523. 4 possible pontoons on both sides of river K 7718. Bridge out at K 3423, but 12 sets of pilings are in river, possibly pontoons. 12 pontoons dispersed along south of river K 3523. Road and RR bridgeat Piacenza are out but repairable. Road bridge at K 1222 has one section out, and is reported unserviceable. Bridge out at K 1624.
    - (b) MISSION: Visual and Photo Recommaissance.
      - (1). Why was target important. Railroad and road bridges.
    - (2). Results: 26 July 14 from 1335 to 1510. Projection out in water and 2 objects which appear to be pontoons at J 5733. Double crossing at J 1234. All bridges between Turin and KOC21 appear serviceable. 2 barges and 5 small craft, possibly pontoons at J 0317. Dam broken in center. Road bridge intact at J 1234. Bridge incomplete at J 0831. RR and road bridges intact at J 0312.
- h. Commanding Officers in important missions:
  - (a) Lieutenant Moss, USN.
  - (b) Lieutenant Hornsby.
- i. Losses: None
- j. Former and present members who distinguished themselves in action: None
- 2. Enclosed is War Diary for 111th Tac Ron Sq for the period 1 Jul to 31 Jul 4.
  For the Squadron Commander:

SECRET

111th Tactical Reconnaissance Sq APO #650, U.S. Army.

BORGO AIR BASE, CORSICA.

WAR DIARY SECRET

Prepared by:

ROBERT ANGUS, Capt., A.C. Adjutant.

1. Month began with a bang when actual movement order came in. Jerry is still running so we have to pack up again, and head north towards Piombino to a new field. Communications

JULY 1944

- began taking up the miles of wire they had been forced to lay at Valtone.

  2. Move to Follonica Airfield began at 0850. Sent outfit out singly so as to infiltrate thru many convoys already on the road otherwise we would have to wait until dark for a convoy clearance. Despite all the moving and semi-confusion that goes with it eight missions were flown successfully. Ltjg Eckhardt, Navy Pilot, came back from his mission with holes in the scope of his plane. Gas and oil were pouring out the holes making Lt Eckhardt a lucky guy to be back. EM have a very pleasant bivouse area. All the tents are in the shade of an orchard. Only drawback is the number of bees buzzing around. One got the first sergeant on the hand and his hand swelled to twice its size. The advanced echelon under Capt Hearrell found a bridge out near the bivouse area so the greasemonkeys became engineers for a day and built a new bridge, officially named "Snoopers" bridge. Officers found a large building right on the sea for an officers home. Jerry must have used the bottom floor for a stable. Top floor is really specious with a long balcony overlooking the sea facing Elba Island. While burning some rubbage near the mension Lt Gossett received a bad out on his face when a German mortar shell buried in the ground exploded. Highlight of the day was the finding of a shower unit near the field.
- 3. Promotions galore as eleven of second buile pilots became firsts. Bar will no doubt do a land office business tonight. Lt Dean R. Cilmore, who set the old record of 91 missions before going home, was awarded the DFC today for his outstanding work last March. Three more pilots passed the 75 mission mark. The greater precent of the pilots have over 75 missions. We need some replacements badly. Five enlisted men took off for the
- 5th Army Rest Camp in Rome.

  L. Statement about the ber doing a land office business proved an understatement as the new 1st Lts tossed a good one. Bad weather curtailed the missions for the day yet Lt Art Harris managed to fly his 75th mission. M/Sgt Rasor joined the photo section as a replacement for M/Sgt Maenza. Independence day but no fireworks. Shot a few flares after dark to celebrate.
- 5. Routine day. Lt Col Deering and Capt Angus had a goose dinner at the French 2/33 Sq.
- Mighty fine feeding.

  6. In an impressive ceremony in front of operations, Capt Randerson was decorated with the DFC by Brigadier General Saville, CG, XII TAC. More than fifty officers and enlisted men under command of Lt Col Deering, were lined up for the ceremony. Today ends one year of extensive operations as Lt Col (then Major) Deering flew the first mission on 7th July 1943 over Sicily. During the year we have flown 2151 missions and 4231 sorties. Well over one hundred additional sorties have been flown by attached naval, dive bomber and
- visiting pilos, from other units. Had a show under the trees in the bivouac area.

  7. General Allen of the 1st Armored Division, now with G-2 of NATOUSA, visited operations and intelligence today, watching with interest the functioning of both sections. Both sections are set up in a crude cool mud but on the side of the field. Very little dust reaches there. Officers tossed a party in their spacious mansion. A colored band play-
- ed for the dancing and "WAC'S" and nurses provided the partners. Quite a success.

  8. All our neval pilots left to return to their ships for a short period. Cruiser Spotting Squadron #8 sure contains a fine bunch of fellows. Hope toses them back. Crew chiefs set up a tent to useas their own "Ready Tent". Shades of Hades! The movie "Mark Twain" was shown in our outdoor movie "House". Four replacement pilots arrived just before dark and were heartily welcomed.
- 9. Big event of the day was the arrival of Prince Bernhardt of Holland, who with General Savillemade an inspection of the Squadron. Lt Col Deering played host for lunch and everyone was quite happy when corn on the cob was served. Terrific rainstorm came up at noon making the runaway a lake. Lt Gossett came back from the hospital feeling better but looking bad. He leaves tomorrow on a 30 day leave. The rainstorm really played heck with thesections on the line. Cpls Bicknell and Sullivan had their first bath in weeks through no fault of their own.

C. CASA JULY 1944 WAR DIARY

PAGE TWO

111th Tactical Recon Sq

10. No missions flown today because of bad weather. Runway is in bad shape from yesterday's storm. Several bags of mail came in and operations really ceased. S/Sgt Keller, our unofficial special service NCO, brought in the film "See Here Private Hargrove". Everyone enjoyed enjoyed the show. Finished up the day with a guzzling session with hot buttered

11. Four new pilots checked out in our FOA's today. Only noteworthy item for the day was the

ice cream dished out at supper time.

Lt's Harris, Nicholson, Johnson and Carlson flew some four plane formation so that MAAF photographer could take pictures from the A-20 flown by Captain Randerson. Paul R. Lowry th Army, ALO who has been with us since the start of the Sicilian campaign became a Major today. Another dance was held in the officer's mansion.

13. 2nd Lt Forrest L. White joined us today. Has already flown eight missions with 86th Ftr New alert order received and so we are again, beginning to divide the outfit in two. This is a familiar task and the figures were compiled in a few hours. Another movie in outdoor "theater".

- 14. Received word that leads us to believe 2nd Lt Kazarian missing since 15 Jun 1944 was killed while trying to escape. A British soldier told of being with an American Lt of Lt Kazaarian's description. Both were trying to sneak back thru the lines when a patrol discovered them. Lt Kazarian apparently tried to shoot his way out and lost his life doing so. Nothing official but all information leads us to believe the pilot was our miss ing lieutenant. Armament had a slight celebration. Some new tool kits came in thereby enabling each man to have a kit for the first time since coming overseas. Navy pilots took two F-6A's to Naples to do a bit of practice gun spotting. Lt Col Deering gave a pep talk to both officers and enlisted men. Several sacks of mail came in after supper to end the day in fine style.
- Alert order for new movement received. Corsica here we come! Four Frenchmen from the 2/33 Squadron joined our photo section to handle their squadron'swork during the split up of echelons. Officers held a farewell party. Sure will be sorry to leave Follonica for the bivouac area has been ideal!

"B" Echelon began taking over all squadron duties, as "A" party packed up. At the last minute Lt Davis, Ordnance Officer, XII TAC, called up to say we had to turn in some vehides. After we had everything packed too. Rumors of the destinations of both echelons flew fast and furious with no official word forth coming.

17. Day started badly when a new pilot Lt Geddis blinded by dust, ran off the runway in his plane. Got out uninjured but the plane is a washout. As seen as each truck in "A" party was ready to go it was sent down the highway to Civitavecchia where Capt Artis guided them into the staging area. By 1600 hours all the vehicles, 130 EM and nine officers (including two of the navy pilots who wanted to see how the army moved) were set up for the night. Sgt Palmer's Mess Section outdid themselves putting out a steak supper. At 2100 hours they served coffee and left over steak. Who could ask for anything more.

Eack at Follonica the other echelon operated as usual.

18. The staging area is a new experience for some--old to others. For all it was a day of rest. Nothing to do, no where to go but to enjoy reading and the old "Ace in the Hole" pastime in making or losing minature fortunes. Sgt Joe Tisdale and his greasemonkeys

drove in with some new trucks to help the situation.

Up before sunrise to embark at sunset. 1st Sgt Renken drew all the remarks in the books when he sounded his "Roll Out" at 0330 hours. Shouts that "the d--- boat won't leave till tonight anyway" failed to stop the premier. So at six in the morning, the scheduled time the entire entire echelon was sitting on the dock gazing at the empty dock and muttering. The srrival of our IST at 10AM saved a sure break in the Army-Navy "Good Reighbor" relations. By six at night everything had been jammed aboard. Lunch had consisted of a spam sandwich grabbed while loading. Supper, by the Navy, proved a real treat with roast beef and honest to goodness chocolate cake. Everyone crawled into a hammock when LST 551 pulled away from the port.

Not many were up during the alert last night but everyone was up in time to get the breakfast of grape nuts and hot rolls. Find we are in a wonvoy of eight LST's escorted by a Greek destroyer. About noon we pulled into a pretty little cove in Corsica. Porte Vecchio. All unloaded by 1600 and in for a swim. Set up in a grove for the night.

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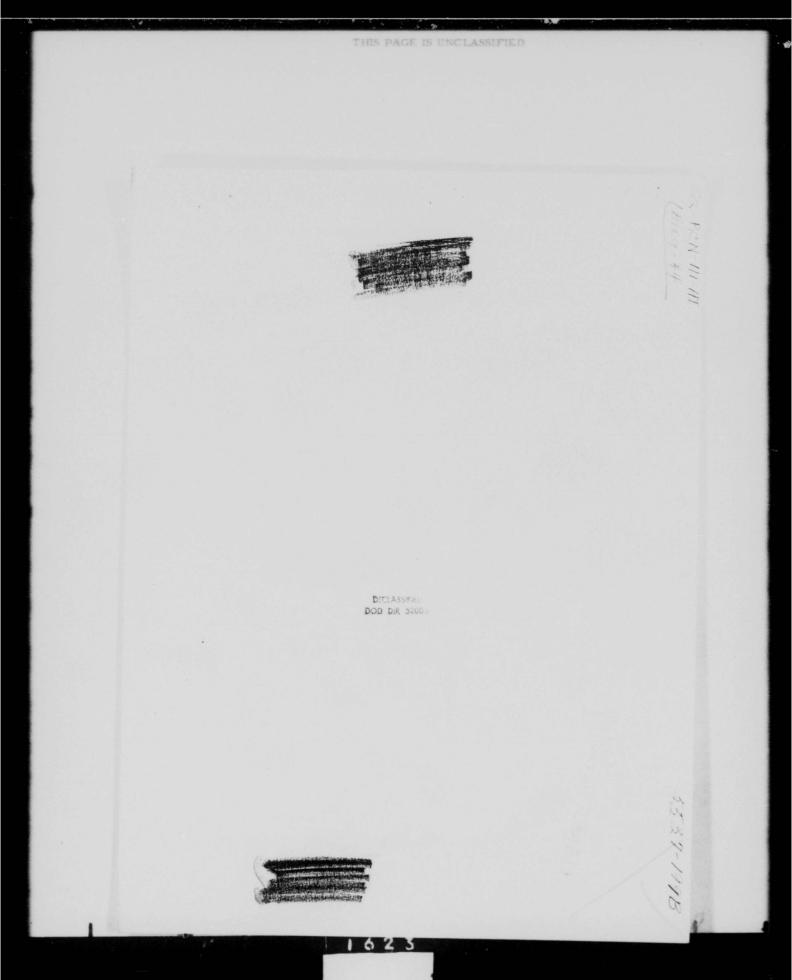
PAGE THREE SEC 111TH TACTICAL RECON SQ JULY 19hh WAR DIARY 20. (Continued) Meantime at Follonica "B" party received their movement orders and pulled out for Santa Maria. So Lt Col Deering led his planes over to Borgo Airfield, Corsica to await the arrival of the ground echelon. 21. Again the Premier won the unpopularity contest by waking everyone at 0430. Convoy got started at 0600 and wound it s way north up the coast of Corsica. Arriving at Borgo about ten, we were greeted by Major Flowers who's main concern is over the status of the mess trailer. After chow the rest of the day was spent in setting up camp in a dirtfield near the main highway. So far Corsica doesn't appeal to us very much.

22. Communications in, we are set up to operate but receive a "Stand down" order instead. Most of the men headed for the fresh water swimming hole neerby. An abundance of outfits nearby provide one abundance of movies after dark. Can take your pick! 23. Open for business as usual and in it came. 87th Ftr Wg requested three missions into the famous Po valley. So it was done and all returned safely. Everyone received three cans of beer and a promise of more next week. Lt Hayden Harriss transferred to A-3, 12 th AF so we are now represented up in "higher Hq". 21. Our pilots kept on the beam by flying locally as things slowed down. "B" Echelon all together at Santa Maria staging area, is just playing the old Army game of "waiting".

25. Captains Angus and Randerson flaw over in the A-20 to see how "B" Echelon was making Found them loafing and eating ffied chicken. Back in Corsica turkey was the main dish for supper so both echelons are being well fed. Just before dark a wonderful sight appeared in Camp. No less than 13 new pilots. Some experienced, others anxious. Swells the total of pilots esgd to forty-four plus the ten Navy pilots. Illth Allied All our new pilots have a chance to try our glistening Mustangs. Under the novelty of it all F/O Nelson made a "scoop landing" (wheels up and head up). Four missions flown with the boys paying visits to Turin and other points of interest. Lt Johnson came back from Santa Maria and reported that an ME 109 landed just before dark last night end the pilot, tired with it all gave himself up to the astonished sightseers. was a record day for flying. Forty airman went into the "Blue Yonder". From 1300 hours to 1600 hours we had 14 ships airborn and from 1600 to 2000 hours 16 F6A's crowded the sky, either in pairs or singly. Four aircraft were flown thrice, 7 twice and 10 once. Two XC flights, 26 training and 4 tactical missions tally in all 62 hours and 25 min flying time. Quite a record for us. A far cry from our situation in Africa in "43" when we had one operational aircraft. Cround school intitiates new pilots in preflighting airplenes and in the technicalities of the .50 cal MG. Likewise a review in instrument flying was conducted as three night flights and three early morning flights took to the air. We became 111th Army--Navy Sq when fifteen sailors from Uncle Sam's Navy joined us a crew chief's and armorers for the ten Navy pilots. Expect ten new P-51C's for the Navy men anytime now. Sq begins 23rd month overseas. Ground and air training speeded up for new men and the Navy as hints of future large scale operations are tossed about. This Sq has taken part in three invasions which should be par for the course but possibly number four is in the offering. Plenty of movies make up for the lack of other entertainment (namely: women). Can't even find a laundry women by gosh. A selty tang was added to the line today when the Navy Crewchiefs reported for duty. 29. Missionless day. Transition and night flying. Lt's Jackson and Hoy took off on a regular training recee and stired up some anxiety when they became overdue. A call to the controller relieved the tension when he reported our planes circling near Solenzers. A few minutes later both men landed safely. Lt Jackson, the leader, reported an impromptu air-sea rescue caused the delay. "We had completed our mission", said Lt Jack-"and were coming home slowly and enjoying acrobatics. As I pulled out of a loop, I spotted a smudge on the glassy sea. I notified the controller and circled above the distressed pilot until we were relieved by a P-47." SECRET

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WAR DIARY JULY 1914 PAGE FOUR 111TH TACTICAL RECON SQ 30. Very intense program of local transition flights. The only scheduled mission was can-celled. However we were asked to give a hand to the French 2/33 Sq whose missions for the day were air-sea rescue. The Navy pilots welcomed the call to action. Lt's Moss and Austin went to eagleye the location crediting themselves with two sorties and us with one mission. Food has been darn good over here. Fresh meat and even a slice of pie now and then.
31. Another ration of canned beer highlighted the day. Only other event was a night flying incident Lt Kepple made a mistake an flew near the port of Bastia. Ack Ack opened up. Everything blacked out on the ground while red and green wing lights were seen doing a 90° due east to the seat SECRET



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THIS PAGE IS UNCLASSIFIED Marine E HEADQUARTERS 111TH TACTICAL RECONNAISSANCE SQUADRON H/RA/1w APO 650, U.S. A.G.Y 314.7 7 September 1944 SUBJECT: Historical Records. : CG, XII TAC, AFO 374. ATT: Historian. 1. Outline history of the 111th Tactical Reconnaissance Squadron for the period 1 August to 31 August 1944. a. Present designation: lith Tactical Recon Sq., XII TAC b. Changes in organization: None. c. Strength, commissioned and enlisted: (1) Month of August 1944 (a) At beginning 56 Officers 207 24 (b) Net increase 4 " 5 " (c) Net decrease (d) At end d. Stations ("A" Echelon) (1) Borgo Air Field, Corsica (a) Date of arrival - 21 July 1944 (b) Date of departure - 27 August 1944 (2) St Raphael Air Field, France (a) Date of arrival - 27 August 1944 ("B" Echelon) (1) Santa Maria Staging Area (a) Date of arrival - 21 July 1944 (b) Date of departure - 9 August 1944 (2) On board convoy (a) Date of arrival - 9 August 1944 (b) Date of departure - 18 August 1944 RESTRICTED

- (3) Grimaud, France
  - (a) Date of arrival 18 August 1944 (b) Date of departure - 21 August 1944
- (4) St Raphael Air Field, France
  - (a) Date of arrival 21 August 1944
- e. Movements: "A" Echelon
  - (1) From Borgo Air Field, Corsica to St Raphael Air Field,
    - Purpose: Change of station
    - Dates: Air Echelon begins move at U830 and completes (b) 1600 hours 27 August 1944
    - (c) Movement made by four C-47s and two trips by B-25 and A-<U. Ground echelon moves into staging area at Iven, Corside on 28 August 1944. Leave by LST on 31 August 1944.
    - (d) Condition of roads on ground movement: Poor Weather fair.

### "B" Echelon

- (1) From Santa Maria Staging area, Italy to haples marbor.

  - (a) Purpose: To prepare for invasion.(b) Dates: Three different sections boarded boats between 1 August and 9 August 1944.
  - Movement made by vehicles.
  - (d) General condition of the roads: good. Weather good.
- (2) Naples Harbor to La Nartelli Staging Area, France.
  - (a) Purpose: Advenced schelon of squadron to be ready to operate when planes land in France.
  - Dates: Left Maples Harbor 13 August 1944. Arrive in Southern France 15 August and 18 August 1944.
  - (c) Movement made on three ships The "Santa Rosa", the "George Handley", and the "John Cropper".
  - (d) Weather was good the entire trip.
- (3) From Grimaud, France to St Raphael Air Field, France.
  - (a) Purpose: To await arrival of planes
  - (b) Dates: Movement began and completed ≥1 August 1944
  - (c) Movement made by organizational vehicles
  - (d) Condition of roads fair, weather good.

-2 - SECRET

(1) Campaign: Southern France, and Italian.

(2) Nature of Operations: Visual and photo recon, arty/r.

Number of missions and sorties: 252 missions, 440 sorties.

Results of most important missions:

(a) Photo recon.

(1) Why was target important.

To check La Spezia Harbor for Naval concentration.

(2) Results.

7 August 1944 from 10:45 to 11:05

West side of La Spezia Harbor and vicinity 3 torpedo boats, 2 "F" boats, I escort vessel, two mast yacht, numbers of small boats, 1 tanker with steam up, 1 cargo vessel, 1 large sub intact, 2 incomplet MV's on quays, 2 "F" boats, La Spezia main Naval harbor, 2 subs demaged, 1 cruiser near main quay unserviceable, 1 MV medium, 3 small cargo vessels in dry docks, 2 cruisers damaged, I sunk; I cruiser sunk in main entrance, other small boats damaged in dry docks, 2 destroyers appear intact. Genoa harbor, 4 tankers incomplete on quays, 4 "F" boats nearby, 1 tanker incomplete, 3 large and 1 small MV intact near main jetty, 3 large vessels in new harbor, 6 "3" boats intact, large A/C carrier unserviceable, 1 MV damaged in old harbor, 1 escort vessel in good condition, 4 "" bosts, 1 sub, and 4 small MV in inner harbor. in M/Y & to 80 RR cars, on east side of old harbor.

(b) Visual and photo recon.

Check nemy movements in Arles sur Rhone, Marseille, Nimes, Tarascon, Bognac areas.

(2) Results.

19 August from 0945 to 1245

6 MT Marseille-Bognac, 8 car train mvg. north into Bognac. 50 Rd cars in good condition in Aries M/Y. to AR cars in Tarascon 10 barges parked along river bank north of Tarascon. 8 car train and locomotive with steam up in Tarascon M/Y. 10 plus MT mvg. NW from Avignon to Apt. Light scattered movements BW Cadenet. 50 MT well scattered mvg. west between Rains and Salernes. 5 seaplanes destroyed, 3 probably serviceable at T-350. 20 vessels in west end of Marseilles harbor. 24 sunken vessels in west end of Toulon harbor. Large vessel in canal S-8360.

(c) Visual

(1) Check enemy movement in Tournon - Lyon area.

(2) Results:

31 August from 0945 to 1245

100 plus MT and HDT moving north Tournon to Condrieu. 500 plus troops on foot and bicycles on same roads. 500 plus MT and HDT north Valence to Lyon at 1040 hrs. 50 plus MT, few IDT north Givors to L'Arbresie. 6 MT NE from Lyon. Light scattered movement BW on roads north of Lyons.

h. Commanding Officers on Important Missions.

(1) Lt Moss

(2) Lt Noian

(3) Lt Carlson

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i. Losses: (1)a. Nil b. Nil c. Collis C. Lovely, 1st Lt., U-65210 on 13 August 1914 at 0950 hours. Took off from Borgo, Corsica on Non Operational flight, missing since. d. Nil (2)a. Nil b. Nil c. 1st Lt William R. Hornsby, Jr., MIA over Southern France at 1850 hours, 22 August 1944. d. Nil (3)a. Nil b. Nii c. 2nd Lt Kichard F. Hoy, U-520291, MIA over Southern France at 1850 hours 22 August 1914

- j. Former and present members who distinguished themselves in action
  - (1) JAMES H. Deering, Jr., 0-411943 a. Engagement: Nil b. From 14 Jan 1945 through 1 June 1944.
    - c. Legion of Marit.
  - (2) Eiston, Lloyd O., U-2053820, 1st Lt. a. Engagement: Ni1. b. For service from 18 Nov 1943 to 15 Dec 1943 in N. Africa.
  - c. Legion of Merit.
  - (5) . Robert J. Balles, 0-476843, Captain. u. Engagement: Nil b. 8 November 1942 to 28 April 1944.
  - c. Bronze Star Medal.
  - (4) Charles D. Kapian, 0-082051, 1st Lt. a. Engagement: Nii
    - or meritorious schievement while participating in aerial flight as Pliot of an 1-DA type aircraft on reconnaissance mission over Orbitello, Italy, 12 June 1914.
    - c. Air Medal.
  - (5) William W. Marden, Jr., U-BLELLU, 1st Lt.
    - a. Engagement: Ni1.
    - b. For meritorious achievement while participating in aerial flight as pliot of an F-6A type aircraft on a photo reconnaissance mission over the harbor at Spezia, Italy on 30 June, 1914.
    - c. Air Medal

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(6) Wilbur A. Tapscott, 0-080905, 1st Lt.

a. Engagement: Nii.

b. On 23 May 1944 Lt Tapscott voluntarily flew a reconnaissance mission over the Cassino area in Italy, to obtain information on the location of enemy troops and equipment. Displaying great courage and superior flying ability as he skillfully maneuvered through intense anti-aircraft fire in the target area, Lt Tapscott returned with exact information as to the location of 250 enemy vehicles and artiflery pieces. This information enabled friendly ground forces to plan and carry out a successful attack which resulted in an overwhelming defeat to the enemy. On more than ninety combat missions his steadfast devotion to duty end outstanding proficiency have reflected great credit upon himself and the Armed Forces of the United States.

(7) Dean R. Gilmore, 0-199555, 140 Lt.

a. Ingegorano: Nai. b. On 15 March 1914 Lt Gilmore flew on a two plane mission to adjust heavy artillery fire upon enemy gun sites near Cassino, Italy. Skillfully maintaining his position over the assigned area in the face of intense entiaircraft fire, Lt Gilmore relayed exact information enabling our guns to silence two 88 mm batteries, one heavy gun battery and a dual purpose gun position. While adjusting fire upon a fifth target, twelve ME-109's attacked Lt Gilmore and his weaver. Displaying outstanding courage and flying ability as he maneuvered the two plane element against tremendous odds, Lt Gilmore damaged one enemy sircraft terore breaking off combat and returning safely to base.

(8) Jewel J. James, 0-682643, 2nd Lt.

a. Engagement: Nil

b. For meritorious achievement while participating in aerial flight as pilot of a F-tA type aircraft in an attack upon enemy gun positions near Anzio,

c. Air Medal

(9) Warner E. Johnson, U-682547, 2nd Lt.

a. Angagement: Nil

b. On 27 May 1944 while flying on a two plane reconnaissance mission over Rome, Italy, two ME-109's attacked Lt Johnson and his wingman. Displaying outstanding courage and flying ability in the ensuing tattle, Lt Johnson shot down

c. Air Medal.

(10) Clyde D. Kepple, U-682658, 2nd Lt. a. Engagement: Nil.

b. For meritorious achievement while participating in aerial flight as pliot of an -- A type aircraft on a mission to adjust artillery fire at Valmontone, Italy on 27 May 1914.

c. Air Medal.

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(11) William O. Humphreys, U-688203, 1st Lt.

a. Engagement: Nil
b. On 1 June 19/44, Lt Humphreys adjusted a 240 howitzer on an enemy
bridge between Cemazzano and Pallano, Italy, scoring one direct hit and several
near misses that weakend the bridge beyond use. Contacted by controller at
this point, he was asked to observe the Rocca di Poppa area for enemy movements. Thying at treetop level under dense smoke that reached from the
ground to 0000 ft., he located twenty five plus MT in bivouac, making two
passes to accurately pinpoint the location. He then called controller, and
remained in the area until the fighter-bombers arrived and led them to the
target. The entire convoy was destroyed.

c. DEC

(12) Hubert L. Nicholson, 0-682673, 1st Lt.

a. Engagement: Nil
b. On I June 1944, it Nicholson was told to check the Frascati-AlbanoRocca di Poppa area, Italy, to determine whether the enemy was advancing or
retreating. Arriving at the area, he found it covered with dense smoke screen
requiring the entire mission to be flown on the dock. Flying through intense,
accurate anti-aircraft fire, and despite the fact that he received two direct

requiring the entire mission to be flown on the cack. Flying through intense, accurate anti-aircraft fire, and despite the fact that he received two direct hits in his aircraft, damaging the engine and controls, he completed his mission, discovered over twenty vehicles moving northwest out of Rosca di Poppa. This information was of great importance to Army as to whether the enemy was using heavy smoke screen to cover withdrawal or to reinforce their own troops in the Rocca di Poppa area.

c. DFC

(13) Robert J. Carlson, 0-754065, 2nd Lt.

a. Engagement: Nil

b. For meritorious achievement while participating in serial flight as pilot of F-5A type aircraft flying on a reconnaissance mission over Leghorn Italy, on 15 June 1914.

c. Air Medal.

(14) Edward F. Cornwell, Jr., U-812052, 2nd Lt.

a. Engagement: Nil

b. For meritorious achievement while participating in aerial flight as pilot of an F-6A type aircraft on a reconnaissance mission over Cisterna, Italy, on 24 May 1944.

c. Air Medal.

(15) William R. Hornsby, Jr., U-812091, 2nd Lt.

a. Engagement: Nil

b. For meritorious achievement while participating in aerial flight as pliot of an F-OA type aircraft in an attack upon enemy gun positions near Anzio, Italy, on 8 May 1944.

c. Air Medal.

(16) Hubert L. Nicholson, U-682673, 2nd Lt.

a. Engagement: Nil

b. For meritorious achievement while participating in serial flight as pilot of an F-6A type aircraft on a mission to adjust artillery fire near Velletri, Italy on 24 May 1944

c. Air Medal

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(17) Robert A. Nolan, U-812213, and Lt.

a. Engagement: Nil.

- b. For meritorious achievement while participating in aerial flight as pilot of a F-tA type aircraft on a mission to adjust artillery fire near Velletri, Italy on 24 May 1944.
- (18) Chris P. Hodgson, 0-671018, 1st Lt.

a. Engagement: Nil

b. On 13 June 1944 while leading a reconnaissance mission over Leghorn Italy, Lt Hodgson sighted a JU-88. Displaying outstanding courage and tactical skill, Lt hodgson, immediately attacked and heavily damaged the enemy aircraft before his guns jammed, forcing him to break off combat. Reforming his flight, he then completed a successful reconnaissance mission.

c. 1st OLC.

(19) William R. Hornsby, Jr., U-812091, 2nd Lt. a. Engagement: Nil

b. On 27 May 1944, while flying a two-plane reconnaissance mission over Rome Italy, two ME-109's attacked Lt Hornsby and his wingman. Displaying outstanding courage and flying ability in the ensuing battle, Lt Hornsby shot down one ME-109.

c. 1st OLC

(20) James H. Deering, Jr., 0-411943, Major.

a. Engagement: Nii.

b. For meritorious achievement while participating in aerial flight as pilot of a P-51 type aircraft on a reconnaissance mission over Cassino, Italy on 13 Dec 1945.

c. 2nd OLC

2. Enclosed is War Diary for 111th Tactical Reconnaissance Squadron for the period 1 August 1914 to 31 August 1914.

For the Commanding Officer:

1 Incl: War Diary

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Sheet No \_1 WAR DIARY 111th TACTICAL RECONNAISSANCE SQUADRON St Raphael, France
Month of August, 1944 Prepared by Robert Angus, Captain, AC
Adjutant.

- 1 New sirplanes continued to arrive and rumors have ceased to fly because we know we're in on something big this time. Navy pilots and ours continue to get in more training flights. Plenty of different movies to visit at night so everyone is well entertained.
- 2 Captain Frazier, artillery officer arrived from 7th Army to serve as lission officer. Most of the missions today were over France. Pilots say the country is very nice looking. Over in Italy the advanced echelon parted with one part containing all the vehicles loading on ships in Naples harbor.

3 S/Sgt Shaw, radio man, left for home today, envied by all. Lt Nolan and Geddis flew to Toulon to get some pictures and was escorted by 12 Spitfires but no trouble was encountered. Now have a total of 35 shinning F64's

- 4 Major General Cannon and Col Darcy of 87th Wing paid us a visit today. It was General Cannon who gave us our first P51 back in March 45. Now he dropped in to borrow one of our new P51C's. Promised us a E25 to use for utility sirplene. Congretulated us on fine showing in Italian campaign. When the General saw the map of Southern France in the briefing room he asked Major Flowers how come the map was up so soon. So our Major turned six shades of the rainbow and handed General Cannon a picture of Toulon Harbor taken the day before and thus safely diverted the Generals attention. Engineering section swung into high gear to change several engines before the big show.
- 5 Bad weather kept our planes at home but engineering section went right on changing engines. In Naples our advanced echelon is now firmly entrenched aboard several ships awaiting the word to shove off. So far no one has been sent to the hospital with "invasionites".
- Seems like we have reverted to fighter reconnaissance as we are directed to provide our own fighter cover for the long range missions. Nothing of note happened the. S/Sgt Frenchie Keller located a real good picture and it was shown in our bivouac area. Beer ration came in too.
- 7 War effort did a 180° today as our missions were sent back to Naples to adjust fire for the Navy. A final practice run we believe. Pay day for everyone.
- 8 More fighter reconnaissance missions featured the days work. The P51's sure do look pretty zeoming over the field in tight formation. Not a better plane in the world. s/53 French Recon Squadron left us today. We have been playing nursemaid to them since May and they can stand alone now.
- 9 1st Lt Art Harris left us today. He was one of our best young pilots and by far one of the craziest. He'll be missed greatly. Look out US here he comes. The heavens opened up and really let us have a rain storm. Our 'beautiful' bivousc area is looking worse than ever, if that were possible.
- 10 Weather stayed bad all day so only three missions crossed enemy lines. Everyone else holed up in the first dry spot they could find. Only bright spot of the day was furnished by Corporal Howe who brought in five sacks of mail.
- 11 Captain Lutz took over assistent ops today in place of Lt Harris. Again reined in the morning so little flying was done. All our pilots are ready to go. Red Cross gals dispensed doughnuts during supper and we had another movie in the area at night.

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Sheet No 2 WAR DIARY 111th TACTICAL RECONNAISSANCE SQUADRON St Raphael, France

Month of September, 1914

Prepared by Robert Angus, Captain, AC Adjutant.

12 Routine day with usual flights into France. Gosh how we wish we could leave this darn island. It ranks with Guercif, French Morroco as the worst location the squadron has had. If the invasion doesn't come soon the 111th will make one of their own just to get off this island.

Big day in Naples as the convoy with our advance echelon on it pulls out of the harbor. 1st Lt Collis Lovely, one of our new pilots took off to put some slow time on a plane, made a right hand turn out to sea and that was the last seen of him. Again the planes were over Southern France and each pilot began looking for houses to live in. Executiver officer Randerson became a Major today. The best darn pilot in the outfit. Been with the lilth since July 1912, been engineering officer, operations officer and executive since joining. The lanky Texan deserves his promotion greatly.

14 Stand down // This is the lull before the storm / We're ready. Col Deering, the Chief, confirmed what we all knew already, the invasion would be tomorrow. Unusual part of it this time is H hour which is 0800. Our tac/R coordinator Tapscott became a Captain today and when informed of the news he whipped out his new bars and pinned them on. No unexpected promotion there.

15 "D" Day / What a day. Began operating at U530 and before the day was over all records for operations during one day are shattered. Twenty four missions performed totaling 121;20 hours operational flying time. This invasion makes the fourth the squadron has flown missions in and the fifth we have been part of. It Geddis made the only blot on the days record when he ran off the runway into a parked B-24. He got out okay but ruined the plane. Over on the invasion beaches in Southern France the advanced echelon of the lilth unloaded into five or six feet of water about 1800 hours. Waded ashore thru dead Germans and scared fellow soldiers. A recount by dark revealed the lilth had made the beaches without loss near St. Maximum. Now that the invasion has started all we in Corsica are interested in is when do we move to France.

16 The advanced echelon continued to unload their equipment from the invasion convoy and get organized. Still no casualties. Only sixteen missions completed today. everything going very well according to our returning pilots. Major Renderson came back from Naples with a B-25. At last/

17 Captain Hearrell while leading a flight rather low up the Rhone valley found two JU-52's circling for a landing. He fired at one and saw pieces fly off and his wingmen White fired at the other getting some hits. An FW-190 was stopped dead on the runway when Captain Hearrell sprayed him. Both our pilots barely made home before they ran out of gas. Captain Hearrell groundlooping after a hot landing and Lt White's engine stopping on the end of the runway. Short S/Sgt Petrecca stepped off his landing craft into six feet of water the first day and all anyone could see of him was his helmet. Made it okey but was a pitiful sight.

18 On the early flight Lt Hornsby led his four ship element down on Valence Airdrome and destroyed one HE-111 on the ground. Lt Johnson damaged a JU-52 also. Light flak hit the engine of Lt Hornsbys plane and he baled out near Lyons. He was seen to lend safely and run into a farmhouse so we feel sure he is safe. Later

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Sheet No 3 WAR DIARY 111th TACTICAL RECONNAISSANCE SQUADRON St Raphael, France
Wonth of August, 1944 Prepared by Robert Angus, Captain, AC

Adjutant.

18 Cont'd. in the day Lt Nicholson caught a JU-88 on the deck and destroyed it. Circled back and took a picture of the crash just to have proof. It Simmons couldn't find any fighter bombers around so he destroyed a train himself. Movement order came in but it was cancelled later in the evening. Advanced echelon finally got organized and is now set up near Frejus awaiting the arrival of the planes.

19 Routine day. The long missions into Southern France are putting plenty of hours on the airplane engines and plenty of calsus on the pilots seats. Movie in area at night and plenty of mail to boost morele.

20 Ead weather over France cut the missions to six. In Corsica everyone relaxed awaiting orders to leave the island. In France our echelon set up all sections ready to operate as soon as the sirfield could be built.

21 Another uneventful day with the missions getting longer and longer. Movement order received but it was cancelled before we received it. Maybe we're not going to France.

22 Lost Lt Hoy today. He got eager and went down to straff some trucks and one blew up as he passed. Lt Hoy's ship lost a wing and crashed immediately. Lost more men this month than we did in four previous months. Had a very good movie in the area.

23 Another routine day with the usual missions over France. Missions are so long now that only the planes with wing tanks can make the trip. We'll have to move soon. Picture came out in Stars & Stripes of one of our P-51's on the crash strip in France. Wake the headlines again.

24 Practically no operations at all as the troops in France have moved so far forward we can't reach them. Surely we will move now. In the meantime everyone is making full use of the beer ration, hot showers and good movies.

25 It is definate that we will move either tomorrow or the next day. Suits us. Nothing doing during the day. Very very hot tho.

26 Official word is we get off this island tomorrow. We're all packed so have nothing to do but wait until the morning so we can go. Received a large amount of mail and a good PX ration

27 Two heavily laden transports made two trips from Eorzo A/D to St Raphael A/D Southern France. B-25 and A-20 also made two trips and by 1600 hours the air echelon was in France. Tall tales ran fast and furious as the invasion boys accounted their experiences. Flew seven missions during the move. All sections and personnel set up in buildings. Very nice set up.

28 Swung back into extensive operations with 11 missions. Jerry is still running and we are already far behind the lines. Country here is very nice and all the people very friendly. Especially the women which is a welcome change from Corsica.

29 Routine day. Mail arrived in France already. Fast service. Rear echelon boarded LSTs in Corsica and should be here soon. Outfit has been separated for 6 weeks now.

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Sheet No 4 WAR DIARY 111th TACTICAL RECORNAISSANCE SQUADRON St Rephsel, France

Month of August, 1944

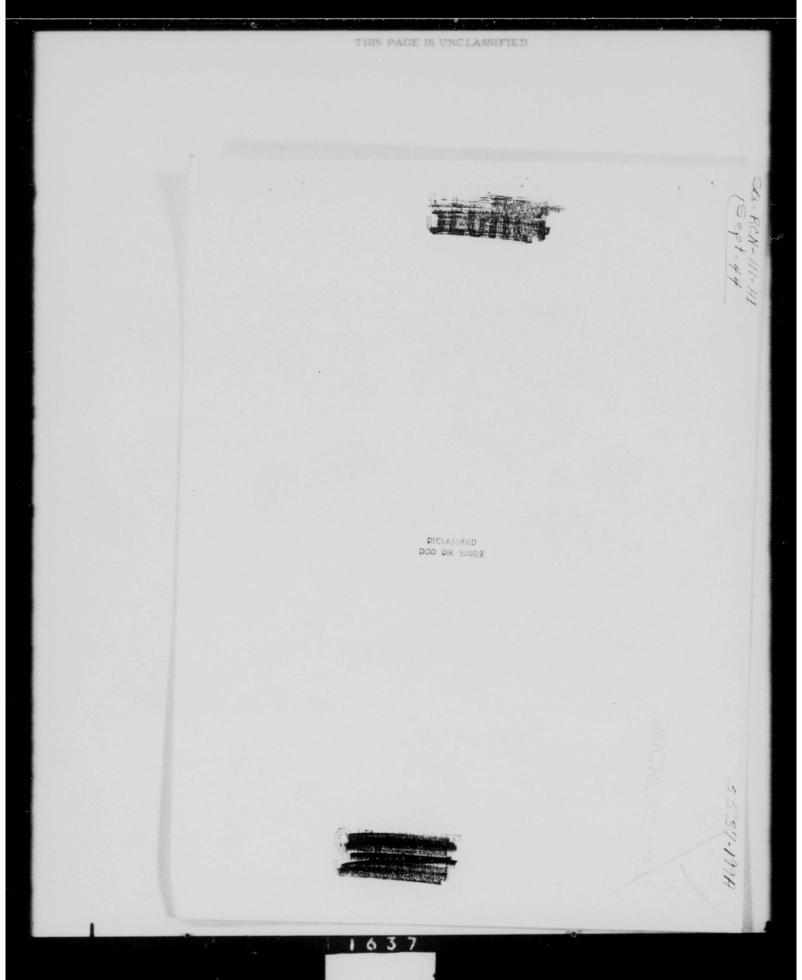
Prepared by: Robert Angus, Captein, AC Adjutant.

30 Again eleven missions were flown. Range is again proving long. Must move soon if we expect to be of any use to the Army.

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<sup>31</sup> Bad day for pilots. It Felix was hit by flak from a German convoy near Moline and had to bail out. He landed in an open field and was surrounded by Frenchmen immediately. They all disappeared into the woods near by. He'll be back. It Nicholson watched the whole procedings and then got hit himself. But he made it back successfully. A little later It Clark's plane was hit by flak and he barely made our lines before he was forced to bail out also. Again when he landed he was surrounded by Frenchmen who hoisted him to their shoulders and carried him off to town. All our Navy men were alerted to leave us and a few left. France is wonderful, the women are wonderful, the wine is wonderful, Viva la France.



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H E A D Q U A R T E R S 111TH TACTICAL RECONNAISSANCE SQUADRON APO 374, U.S. ARMY

H/RA/lw

314.7

2 October 44

59-REN-111-

SUBJECT: Historical Records.

: CG, XII TAC, APO 374, U.S. Army. ATT: Historian.

1. Outline history of the lllth Tactical Reconnaissance for period 1 September 1944 to 30 September 1944.

- a. Present designation: 111th Tactical Recon Sq., XII TAC
- b. Changes in organization: None.
- c. Strength, commissioned and enlisted:
  - (1) Month of September 1944
    - At beginning 52 Officers 202 EM (a)

    - (b) Net increase 2 " 2 " (c) Net decrease 10 " 2 " (d) At end 42 " 200 "

- d. Stations.
  - (1) St Raphael Air Field, France

    - (a) Date of arrival 21 August 1944 (b) Date of departure "A" Echelon 1 Sept 44 "B" Echelon 5 Sept 44
  - (2) Valence Air Field, France

    - (a) Date of arrival "A" Echelon 2 Sept 44
      "B" Echelon 5 Sept 44
      (b) Date of departure "A" Echelon 6 Sept 44
      "B" Echelon 9 Sept 44
  - (3) Satalos Air Field, France

    - (a) Date of arrival "A" Echelon 6 Sept 44
      "B" Echelon 9 Sept 44
      (b) Date of departure "A" Echelon 23 Sept 44
      "B" Echelon 24 Sept 44

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- (4) Dijon Air Base, France.
  - (a) Date of arrival "A" Echelon 23 Sept 44 "B" Echelon 25 Sept 44
- Movements:
  - (1) From St. Raphael Air Field, France to Valance Air Field, France.
    - (a) Purpose: Change of Station
      (b) Dates: "A" Echelon leaves 1 Sept 44 and arrives 2 Sept 44. "B" Echelon leaves 5 Sept 44 and arrived at destination same day.
    - Movement made by squadron vehicles plus six trucks from service group. B-25 and A-20 ferried extra pilots to new field. (c)
    - (a) weather clearfor most of the trip but frequent showers were encountered. Condition of the roads was excellent and no difficulties were encountered.
  - (2) From Valance to Satolos Air Field near Lyon.

    - (a) Purpose: Change of station.(b) Dates: Advanced echelon departed 6 Sept 44 Remainder completes move on 9 Sept
    - (c) Movement made by organizational vehicles and
    - utility aircraft.
      (d) Weather: Hazy. Roads in excellent condition.
  - (3) From Satolas Air Field, France to Dijon Air Base.
    - (a) Purpose: Shorten lines of communication and
    - change of station.
      "A" Echelon completes move on 23
      Sept 44. "B" Echelon departs 24th Dates: (b.) and arrives 25 Sept 44.
    - Movement made entirely by squadron vehicles (c) again.
    - Weather: Rain and cloudy during both moves. Roads in excellent condition.
- f. Campaigns.
  - (1) Name: Southern France.
  - (2) Dates: 15 August to -

(1) (2) Campaign: French Campaign.

Nature of operations: Visual and photo missions. Number of missions and sorties.

115 missions and 229 sorties. Results of most important missions. (a) Visual with photo reconnaissance.

(1) Why was target important? To check for enemy road movement in Vescul-Lure-Epinal-Clmar-Freiburg-Mulhouse for possible enemy evacuation. (2) Results.

11 September from 0855 to 1130. 10 MT parked at Luxeuil (K-0420) headed north. 10 plus MT Scattered between Epinal-Rendrement. Scattered light traffic light traffic between Remirement-Colmar. 25 MT in Colmar, considerable movement. Scattered light traffic between Colmar and Freiberg. 10 heavy MT mvg. south between Freibery and Mulheim. 10 car train Scattered light traffic light mvg. south between Freiburg and Mulheinn. 1 small boat on Rhone river at V-9035. 15 MT Ensicheim-Mulhouse and in city of Mulhouse. 6 MT entering Belfort from NE. Training mvg. into Belfort from NE. Light traffic entering Belfort from SW. Freiburg A/D intact with 23 A/C, intact, dispersed on field, factory operating on east end of field, also 3 heavy flak batteries on field. 250 RR cars in M/Y east of field. 51 cars in M/Y SE of field, north of canal. 90 RR cars and 4 locomotives in M/Y south of canal. All roads and RR

> (b) Visual reconnaissance. (1) Why was target important?
>
> To check enemy movement in the Epinal-Mulhouse-

Freiburg area.

(2) Results.

11 September from 0650 to 0940. 5 MT NE Vesoul-Lure. 9 MT north Lure-V-0838. 14 MT mvg. BW Rendire-mont, Gerardner. 20 trains totaling 250 cars mvg. BW Mulhien, north end NW at 0830 hours. 5 MT mvg. BW Freiburg-Mulhein. One 30 car train mvg SW Mulhouse. One 10 car train mvg. NE Mulhouse. 5 A.F.V. possible tanks, mvg west into Belfort.

(c) Visual reconnaissance.

(1) Why was target important.

To check enemy road movement.

(2) Results.

12 September 1944 from 1500-1735. 9 MT scattered between Vescul and Lure. 40 horse drawn vehicles and 5 MT mvg. into Luxeuil from NW on secondary road. Scattered traffic mbg. into Epinal from NW and N. 25 MT including tanks and guns mvg. SE from Remirement V-7345. 50 foot troops and 10 MT Remirement. Many good RR cars in M/Y at Colmar. Barges and pontoon bridges north and south at Breisacl. Slight movement SW of Freiburg on secondary roads. Crates and wooden boxes stacked at V-8214. Slight movement on secondary roads to Mulhouse. 3 MT Altkirch to Mulhouse, also foot traffic. 8 MT Belfort to Mulhouse. Also foot traffic. Ammunition stacked SW of Epinal.

- Commanding Officers on important missions.
  - Lt Simmons. Lt Korhonen.
  - Lt Jackson.
- i. Losses, None.
- j. Former and present members who distinguished themselves in action.
- (1) DAVE C. HEARRELL JR., 0-727453, Captain.
  a. Engagement: Aerial Combat.
  b. For meritorious achievement while participating in
  aerial flight as pilot of an F-6A type aircraft. On 17 August 1944 while flying south of Avignone, in Southern France, he observed several JU-52's below him, and immediately attacked them. On his first pass at them, he observed strikes on the empinage and set the right engine on fire at the first pass, of the first JU 52, and observed strikes on the fuselage of the second JU-52. Despite intense light, anti-aircraft fire, he turned around and continued the attack. On his second pass, he attacked an FW-190 taking off of an airdrome in the area and observed strikes on the engine and cockpit, causing it to crash. After preaking off the attack, Captain Heargeall comleted his reconnaissance mission and returned to base, making a successful emergency landing. c. DFC.
- (2) FORREST L. WHITE, 0-754160, 2nd Lt.
  a. Engagement: Aerial Combat.
  b. For meritorious achievement while participating in aerial flight as pilot of an F-6A type aircraft, shot up a JU-52 causing it to crash near Avignone, France on 17 August 1944. c. Air Medal.
  - (3) JOHN P. O'REAGAN, 0-798347, Captain. a. Engagement: Photo mission.
- b. Extraordinary achievement while participating in aerial flight as Pilot of an F-6A type aircraft. On 25 August 1944, during a photo mission over Nice, Captain O'Reagan found that his camera was not functioning properly. Intense anti-aircraft fire drove him from the target. Working with the camera, he managed to get it functioning sporadically, and returned to Nice to get the photos. Knowing that the element of surprise was nil, and that the overcast would drive him down into the most effective range of the anti-aircraft fire, Captain O'Reagan completed the run and returned to base. Anti-aircraft fire had completely shot away four feet of the right wing and part of the controls, requireing the greatest skill to keep the aircraft under control. Fearing that the photos would be ruined if he crash landed, he successfully made an emergency landing. Information obtained from the photographs was of great value to the armed forces, but more value was the inspiration of the pilot to the remainder of the organization. Through such unfailing courage in the performance of duty reflects great credit upon the armed forces of the United States.

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c. DFC

c. Air Medal

(4) LYDE S. PRUETT, 0-669924, 1st Lt
a. Engagement: Photo mission.
b. For meritorious achievement while participating in aerial flight as pilot of a F-6A type aircraft on a photo reconnaissance mission of enemy installations in Southern France on 17 August 1944.

- (5) CHARLES H. HARTL, T-62125, F/O
   a. Engagement: Tac/R mission.
   b. For wounds received in action on September 8 1944.
   c. Purple Heart.
- (6) OWEN J. LEE, 0-812104, 1st Lt
   a. Engagement: Tac/R mission.
   b. Wounds received in action April 22, 1944
   c. Purple Heart.
- (7) STANLEY E. FELIX, 0-668362, 1st Lt
  a. Engagement: Rac/R mission.
  b. Wounds received in action on 31 August 1944.
  c. Purple Heart.
- (8) WILLIAM R. HORNSBY JR., 0-812091, 1st Lt.
  a. Engagement: Tac/R mission.
  b. wounds received in action on 18 August 1944.
  c. Purple Heart.
- (9) IGNATIUS STEPCHINSKI, 20820297, M/Sgt
  a. Engagement: Sicilian and Italian campaign.
  b. For services rendered from August to December 1943.
  c. Legion of Merit.
- 2. Enclosed is war diary for the 111th Tactical Reconnaissance Squadron for the period 1 September 1944 to 30 September 1944.

For the Commanding Officer:

ROBERT ANGUS, Captain, A.C., Adjutant.

1 Incl: War Diary

- 5 -

## SECRET

Month of September 1944 111TH TACTICAL RECON SQUADRON DIJON, FRANCE

Sheet No. 1

Prepared by: ROBERT ANGUS, Captain, A.C., Adjutant.

- 1 The entire squadron was together today for two hours. The first time since 17th July. Captain Artis arrived with the ground echelon from Corsica but left right away for our new field at Montelimare. Rest of Navy personnel shook the mud of France from their shoes and left to rejoin their ships. They did an excellent job while a ttached to the army and we enjoyed having them with us. Lt (jg) Moss flew his fiftieth mission on his last day of duty. He was strictly an eager pilot.
- 2 Bad weather hindered operations a bit but four missions were attempted. Word was received that Lt Lovely who took off from Borgo, Corsica on 13 August and failed to return had been found. He crashed into a mountain in central Corsica and was instantly killed. Advanced echelon reached Montelimar in a heavy rainstorm and "holed" up in several barns for the rest of the day.
- 3 Good news today. Lt Hornsby, who bailed out near Lyon on 18 August arrived back at XII TAC with a good story to tell. Lt Clark who jumped near our lines also returned to the outfit. Lt Felix will no doubt be arriving soon also. A terrific wind knocked down the few tents we had up and kept flying to a minimum. Echelon at Montilimar finally reached Valance Air Base to set up and wait for the planes to arrive.
- 4 Captain O'Reagan with 104 missions, a record for tac/R pilots, left for the US today. With him went Captain Hodgson and Lt Cornwell.

  New flight leaders are Lts Cannon and Nicholson. Lt Felix arrived at XII TAC with a vivid story of his escape from German held Territory. FFI has helped two of our boys in a very short time.

  5 Closed down operations at St. Raphael and entire rear echelon moved
- 5 Closed down operations at St. Raphael and entire rear echelon moved to Valance. Road convoy had an interesting trip. Each time a stop was made French people greeted the men with fruit, wine, and kisses. didn't rain during the trip so everything was fine. Managed to fly eight missions despite the move. New field is the one Lt Hornsbys flight straffed on 18 August 44. Entire squadron in tents.
- 6 Advanced echelon left for new field nearLyon. Seems like we will never get the outfit all together again. Lt Kaplan left us for the US. Weather not too good. Looks like this will be another "Sunny Italy". Having trouble maintaining lines of communications so naturally we must move. This will be a rather temporary set up at this field.
- 7 Everyone spent the entire day trying to keep dry and warm as the weather man handed us cold weather and rain from early morn til dark. No place to set up a mess hall so we all ate in the rain. Reminds the old boys of our first month in North Africa in 1942.

WAR DIARY

Month of September 1944 111TH TACTICAL RECON SQUADRON Dijon, France

Sheet No. 2

Prepared by: ROBERT ANGUS, Captain, A.C., Adjutant

8 Weather cleared and we swing back into action with a full days operations. Flight Officer Hartl picked up a small piece of flak in his knee while on a mission. Not serious but he merits the Purple Heart Award

- 9 Moving day. Outfit moved lock stock and barrell to Satalos, fifteen miles from Lyon. Bivouac area is the best we have ever had. Solid ground with green grass for a floor. Trees offer plenty of shade and protection from the wind. Lt Cannon spoiled the pretty scene by landing against a steam roller and a transient P-38 nosed over on the runway a dirt strip but plenty adequate for our needs. Again Lt Colonel Deering will be the Base CO. Missions again flown despite the move.
- Rained a bit but operations continued. Over five thousand French people came out to the airport, on foot, by by tycle, to see the American planes. Many a man had a hard time working while pretty mademouselles "floated" around. Lt Felix stopped by to tell us of his escape from the Germans. He was shot down on his 13th mission and now must be sent home. He is mighty unhappy about having to go home for he has only been over here two months.
- Turned cold again this morning so awards presentation had to be called off. Its Duncan and Lee left us today for the US. Many of the older boys are ready to return to the states. So are the enlisted men but under the rotation plan not many are getting home.
- Mail caught up with us "Beaucoup" too. Again the awards formation had to be called off due to weather. Camp is well set up with two large tents used for mess halls. Very comfortable setup.
- 13 Rain and cloudy all the day. Beginning to believe that it must rain most of the time during this month. So far we are free of mud but if it rains much more I'm afraid we'll go down in a bog.
- 14 Rained at breakfast and runway turned into a sea of mud. Two more pilots left us for the US. All the men who came to us in March have gone now with the exception of one or two. Not many losses in that gang.
- 15 Committee formed to arrange for two year overseas celebration. Lyon offers some swell opportunities. M/Sgt Stepchinski, line chief, received the Legion of Merit award for excellent work during Sicilian Campaign. Bad weather again cut the missions to a minimum.
- operations officer, Captain Hearrell, received the DFC today for shooting up the airdrome at Avignon. Lts White, on the same mission received the Air Medal for his part. Bad weather held up operations. System set up so two day passes could be issued to men wanting to stay in Lyon.
- 17 Naturally it rained again today and the runway looks like a road in Mississippi in the winter. Most everyone went back to bed to try to keep warm. Food is good here and plenty of wood to keep the "home" fires burning.

## SECRET

WAR DIARY

Month of September 1944 111TH TACTICAL RECON SQUADRON Dijon, France

Sheet No. 3

Prepared by: ROBERT ANGUS, Captain, A.C., Adjutant.

Rain stopped but it was very very cold all day. Field too muddy to operate from. First men came back from two day passes and said everything worked out fine. Spent "beaucoup" money too.

19 Sun came out for the first time in many a day. Runway unserviceable but Major Randerson got the B-25 off to make a trip to Corsica and Sicily. Lt white with a few assistants picked several buckets of blackberries. Then he made many many delicious pies. Going to ground him for he is too valuable to risk getting shot down.

20 Plans completed for squadron celebration to be held on 22nd this month in Lyon. Runway dried out in the afternoon and two missions were flown. Rumor of the worst nature is being circulated - ie squadron might be sent back to Italy. Men from other outfits already told they are going back brought the rumor around. That would be a severe blow to have to go back to Italy once more.

21 Rumor of return to Italy shattered as word is received of a proposed move north. Whoopse. Lt Colonel Deering drove up to look the new spot over. Good weather enabled us to get back into action a ain. Plans all completed for tomorrows celebration.

Operations ceased at noon. Beer and bar-be-cued meat began to circulate and lasted all afternoon. A convoy took everyone but a handful into Lyon to a large roller skating rink hired for the night. Many Many pretty girls arrived. Music was furnished by a sound machine using records. The bar was fully seventy-five feet long - just about right for the squadron. In order to comply with French regulations we had roller skating for one hour. This was a riot as drinking and roller skating don't mix. However no casualties were had. Was quite a sight to see everyons from Majors to Pvts sliding around on the seat of their pants. The liberal sprinkling of feminane legs added gest to the proceedings. Dencing was a little more on the conservative side although the fine stock of liquor soon began to tell. No more need be said. Everyone really had a wonderful time and it was a fitting celebration for our two year stay overseas. The real date is the 27th of September out was to good a spot to pass up.

Advanced echelon departe at noon for Dijon Air Field. Planes were unable to land and had to return to Satalos. It Nolan flipped one P-51C over on its back when he landed. He was just bumped around a bit but the plane is a total wreck. Motor convoy made the trip to Dijon in between showers. Many hangovers received a rough treat-

ment but everyone arrived safely.

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#### SECRET

WAR DIARY

Month of September 1944 111TH TACTICAL RECON SQUADRON Dijon, France

Sheet No 4

Prepared by: ROBERT ANGUS, Captain, A.C., Adjutant

Planes moved to Dijon. Lt Colonel Deering left for Caserta, Italy for a meeting. Remainder of ground echelon finally left Satalos at 5 PM. Weahter was bad over the front lines so no missions were flown. Officers are all "bivouaced in private homes. Some of the first two graders will be able to live in the same style.

And the rains came. Remainder of squadron arrived soaked and tired. Outfit all together again but for now long we don't know. Sections set up in buildings and in revetments on the field. The little village of Neuilly has been completely taken over by the lilth. We're going to rename the village "Snooperville - Home of the Snoopermen".

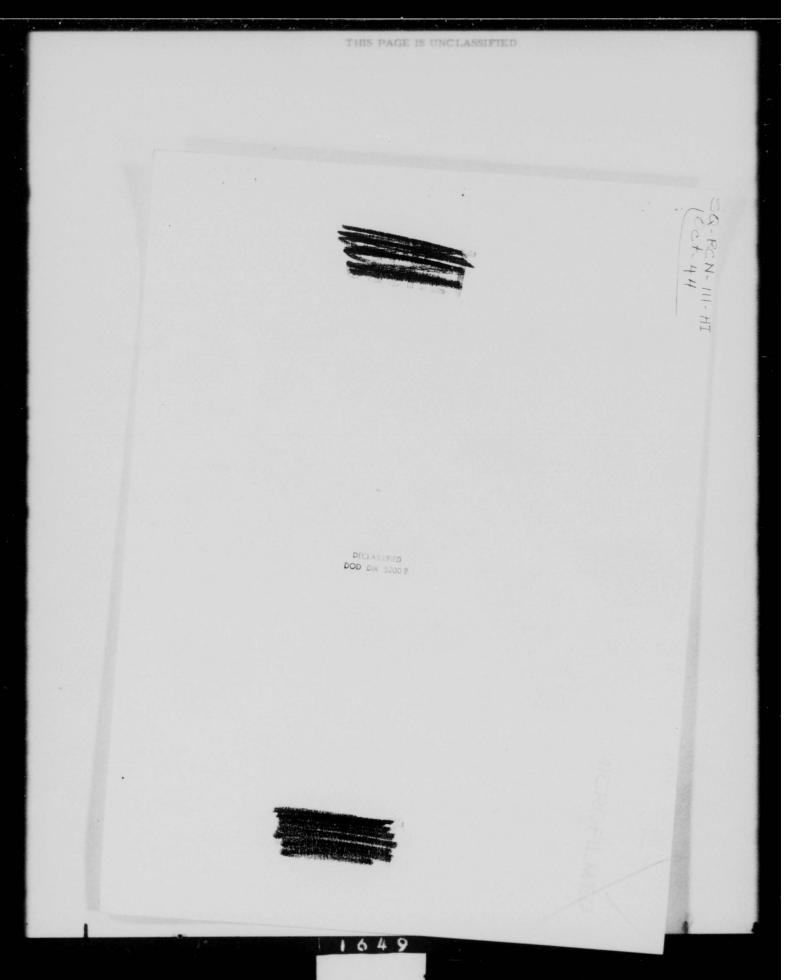
Again it rained. Concrete runway sure is fine but the weather is lousy. Lt Colonel Deering while flying to Italy ren into some bad weather in Southern France and had to call the controller for a homing. After a half hour of checking the controller said he couldnt track him. So the Colonel dove thru a hole in the clouds and found himself over Genoa. The Germans sent up a barrage and scored a hit on the rudder. He barely made the field at St. Raphael and then he discovered he was mighty low on gas too. Lt Colonel from 9th AF dropped in with talk of a new tac/R group to be formed here.

27 Beginning of the third year overseas for the squadron. How much longer? Bad weather again curtailed operations. We haven't done much flying this month. Looks like our CO is the Base Commander again. Everybody and his brother has come in to find out things or attach men for rations. We're now running the gas dump for the service group, the ammo dump, the control tower and base operations. All without any extra men - The lllth Service Cafeteria and Recon Squadron.

New proposed temporary group CO Lt Col Smelly dropped in to find out how we operate. Asked us to lend a hand to the 162nd Tac/R squadron. So we are now instructing the communications men and our photo men are checking the 162nds cameras. Rained a little during the day. CO and Exec came back from Italy in B-25.

29 Lt Nicholson flew his 105th mission today setting a new record for Tac/R pilots. Full day of operations for the first time in many a day. Photo section completed the check of 162nds cameras.

30 Lt Hufford won the golden pot today by accidentally pulling his landing gear up while taxing. Captain O'Reagan, now in US was awarded the DFC.



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HEADQUARTERS

1117H TACTICAL RECONNAISSANCE SQUADRON

APO #374

PEK

314.7

2 November 1944

SUBJECT: Historical Records.

THRU : CO, Hq Prov Ren Gp (XII TAC), APO 374.

TO : CG, XII TAC, APO 574. Att: Historian.

1. Outline history of the 111th Tactical Recommaissance Sq for period 1 Oct 14 to 31 Oct 14 incl:

e. Present designation: 111th Tactical Reconnaissance Sq; Provisional Reconnaissance Group (XII TAC); XII Tactical Air Command.

b. Changes in organization: Asgd to Prov Ron Gp (XII TAC), 18 Oct L4 per GO #54, XII TAC, 16 Oct L4.

- (1) Changes in Commanding Officer: Luther W. Renderson, 0-725789, Mejor, AC, vice James H. Deering, Jr., 0-411943, Lt Col, AG, transferred to AAF/MTO, effective 21 Oct 1/4.
- c. Strength, commissioned and enlisted:
  - (1) Month of October 1914:

| (a). | At beginning<br>Net increase |      | fficers |     | Enlisted Men<br>Enlisted Men |
|------|------------------------------|------|---------|-----|------------------------------|
| (c)  | Net decrease                 |      | fficers |     | Enlisted Men<br>Enlisted Men |
| (d)  | At end                       | 50 0 | fficers | 120 | BELIZERG Wer                 |

- d. Stations:
  - (1) Dijon Air Base, France.
    - (a) Date of arrival "A" Echelon 23 Sep 144
    - (b) Date of departure "A" Schelon 29 Oct 44:
  - (2) Azelot Air Field, France.
    - (a) Date of arrival "A" Echelon 29 Oct Lu
- e. Movements:
  - (1) From Dijon Air Base to Azelot Air Field, France.
    - (a) Purpose: Change of station.
  - (b) Dates: "A" Echelon departs 29 Oct 44 and errives same date.
  - (c) Movement made by Squadron vehicles plus 20 trucks from Service Group.
  - (d) Weather clear and cold. Condition of roads was excellent and no difficulties were encountered.

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f. Campaigns:

- (1) Name: Southern France.
- (2) Dates: 15 August 1914 to --
- g. Operations:
  - (1) Campaign: Southern France
  - Nature of Operations: Visual, Photo and Arty/R Missions. (3) Number of Missions and Sorties: 74 Missions and 143 sorties.
  - Results of most important missions:
    - (a) Visual with Photo Reconnais sance.
    - (1) To check enemy road movements and gun defended area in Offenburg, Renchen, Appenmeier sectors.
      - (2) Results:

20 October 1944 from 1120 to 1340.

30 car train mvg S into Renehem station at R-2199. 40 car train mvg S at Appenmeier. 4 plus engines mvg SW in Offenburg M/Y at R-3027. PHOTOS: Successful photos revealed the following information: From A-8788 to A-8988: Entrenchements, barbed wire entanglements defending canal. Bridges across canal, intact. Small fuel storage area. RR bridge intact. Pontoon bridge across river intact. 80 plus river barges at loading point. From V-3950 to V-9250. Both sides of river near bridge heavily defended. Pontoon bridge damaged. Unserviceable for traffic at present. From V-9900 to V-9868 Entrenchments, defenses, to river. Road damaged. Pontoon bridge repaired and appears to be serviceable and two spare sections ready to go into place. From V-9877 to W-0276. Entrenchments surrounding town of Ottenheim up to the river. Pontoon bridge unserviceable, one half out. Small bridge out over stream. One small bridge intset in same area. One third of Pontoon bridge missing, could be moved into place. 5 tugs being pulled up stream. From R-3032 to R-2833. Entrenchments, barbed wire entanglements. Pontoon bridge, one third out and now unserviceable. Crater nearby.

- (b) Visual reconnaissance.
  - (1) To check enemy rail movements.
  - (2) Results: 12 October 1944 from 0650 to 0830.

1 MT mvg N Corman-Schlettstadt. 20 plus car train mvg MV-6262. 25 plus car train stopped, steam up, facing S, V-8874. 15 plus car train stopped, facing E, with steam up, at V-8594, 20 plus car train mvg E Q-6913. 4 MT's mvg E Pflazburg-Zabern. 10 plus car train stopped, steam up, facing SE at Q-4311. 10 plus car train mvg SE at V-3770. 5 tenks mvg NW into Mitting Q-4807. 3 columns of smoke coming from woods V-2857.

- (c) Artillery adjustment.
  - (1) To edjust srtillery fire on RR yards at Avricourt.
  - (2) Results:

3 October 1944 from 1420 to 1700.

Fire for effect: 1 battery short and 1 battery over. Hit in roadhouse area on turntable and further along. More hits along turntable and bldgs beyond to the east. Three salvos fire for effect; hits all through yards. 56 rounds for effect, practically all of which landed in yards, especially on turntable and its tracks. Bldg near west end of yards left smoking. Bldgs east of turntable damaged. 3 smoke rounds used for adjustment.

- Commanding Officers on important missions.
  - Lt Cannon.
  - Lt Reese.
  - (3) Lt Pruett.
- i. Losses:
  - (1) (a) None.
  - (b) Wounded: 1st Lt Warner E. Johnson, 0-682647, wounded on 29 Oct 14 near Colmar, France by enemy flak while on reces mission.
    - (c) Missing: None.
    - (d) Taken prisoner: None.
- Former and present members who distinguished themselves in action.
  - (1) WARNER E. JOHNSON, 0-682647, 1st Lt.
    - (a) Engagement: Reconnaissance mission.
  - (b) Act: For meritorious achievement while participating in serial flight as pilot of F-OA eleraft. On 18 Aug 44, while flying on a recom mission to Valence, France, his flight attacked the Valence airdrome and damaged one JU-52. His leader was shot down, but he took over the flight, strafed the area his leader had to land in, and furnished cover until his leader disappeared into a nearby farm house. He returned to Valence air drome and completed his mission despite intense anti-aircraft fire. Such outstanding courage and devotion to duty reflects great credit upon himself and the hilitary
  - Forces of the US Army.
    (c) Award: DFC.
    (2) HUBERT L. NICHOLSON, 0-082073, 1st Lt.
    - (a) Engagement: Aerial Combat.
  - (b) Act: For meritorious schievement while participating in serial flight as pilot of F-OA siroraft. Destroyed JU-88 on 18 Aug 14 near Oregon, France. Despite ground fire, he attacked the aircraft destroying it entirely. He took photos to substantiate his claim. Hethen located 10 enemy vehicles moving guas and reported them as dive-bomber targets. His relentless attack in spite of intense enemy action reflect great credit upon himself and the Armed
  - Porces of the US.
    (c) Award: 1st Oak Leaf Cluster to DK.
  - (3) GAILLARD M. JACKSON, 0-754628, 1st Lt.
    - (a) Engagement: Visual Reconnaissance.
  - (b) Act: For meritorious achievement while participating in aerial flight as pilot of F-6A aircraft in a visual reconsissance of enemy communications near Valence, France on 28 Aug 14.
  - (4) ROY D. SIMMONS, JR., 0-689904, 1st Lt.
    - (a) Engagement: Photo recommaissance mission.
  - (b) Act: For meritorious achievement while participating in aerial flight as pilot of F-6A aircraft in a photo recon mission of enemy communications and Marshalling yards in Southern France on 18 Aug 44.
    - (c) Award: Air Medal.

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- (5) STANLEY F. FELIX, 0-608562, 1st Lt.
  - (a) Engagement: Reconnaissance mission.
- (b) Act: For meritorious achievement while participating in serial flight as pilot of P-6A aircraft in a reconnaissance mission in the Rhone Valley pinpointing enemy convoys near Moline, France on 31 augh.
  - (c) Award: Air Medal.
- (6) WILLIAM O. CANNON, 0-569858, 1st Lt.
  - (a) Engagement: Visual and photo reconneissance mission.
- (b) Act: For meritorious achievement while participating in aerial flight as pilot of F-CA aircraft in a visual and photo reconnaisance mission over Selesfat and Strasbourg, France, on 21 Sep 1/4.
  - (c) Award: Air Medal.
- (7) EDWARD F. CORNWELL, 0-812052, 1st Lt.
  - (a) Engagement: Photo reconnaissance mission.
- (b) Act: For meritorious schievement while participating in aerial flight as pilot of F-oA aircraft in a photo recommaissance mission of enemy motor convoys and heavy flak positions in the Po Valley, France, on 1 Aug 44.
  - (c) Award: First Oak Leaf Cluster to Air Medal.
- (8) WARNER E. JOHNSON, 0-682647, 1st Lt.
  - (a) Engagement; Visual reconnaissance mission.
- (b) Act: For meritorious achievement while participating in serial flight as pilot of F-oA aircraft in a visual reconnaissance mission of enemy transportation and communications near Orange, France or 10 Aug 44.
  - (c) Award: First Oak Leaf Cluster to Air Medal.
- (9) HUBERT L. WICHOLSON, 0-682673, bt Lt.
  - (a) Engagement: Photo reconnaissance mission.
- (b) Act: For meritorious achievement while participating in aerial flight as pilot of a F-OA aircraft in a photo reconnaissance mission of enemy rail movements and installations near Salon De Provence, France on 17 Aug 44.
  - (c) Award: First Oak Leaf Cluster to Air Medal.
- (10) ROPERT A. NOLAN, 0-812123, 1st Lt.
  - (a) Engagement: Photo reconnaissance mission.
- (b) Act: For meritorious achievement while participating in aerial flight as pilot of F-OA aircraft in a photo reconnaissance mission on enemy installations in Southern France on 8 Aug 14.
  - (c) Award: First Oak Leaf Cluster to Air Medal.
- (11) JEWEL J. JAMES, 0-682643, 1st Lt.
  - (a) Engagement: Photo reconnaissance Mission.
- (b) Act: For meritorious achievement while participating in aerial flight as pilot of F-OA aircraft in a photo recon mission on enemy instaltions and communication movements near St. Faul, France on 15 Aug 14.

  (c) Award: First Oak Leaf Cluster to Air Medal.

- (12) WILLIAM W. MANDEN, JR., 0-812110, 1st Lt.
  - (a) Engagement: Photo mission.
- (b) Act: For meritorious achievement whileparticipating in serial flight as pilot of F-OA type aircraft in a photo mission over Genoa and La Spezia, Marbors, Italy, on 12 Aug 14.
  - (c) Award: First Oak Leaf Cluster to Air Medal.
- (13) LYDE S. PRUETT, 0-609924, 1st Lt.
  - (a) Engagement: Photo mission.
- (b) Act: For meritorious achievement while perticipating in aerial flight as pilot of R-OA aircraft in a photo mission near Mulhouse, France and Frieber, Germany, on 15 Sep 44.
  - (c) Award: First Oak Leaf Cluster to Air Medal.
- (14) WARNER E. JOHNSON, 0-082647, 1st Lt.
  - (a) Engagements: Recon mission.
- (b) Act: For meritorious achievement while participating in serial flight as pilot of F-6A type aircraft in a recommassance mission on enemy sirfields at Valence, France on 19 Aug 14.
  - (c) Award: Second Oak Leaf Cluster to Air Medal.
- (15) ROBERT A. NOLAN, 0-812123, 1st Lt.
  - (a) Engagement: Visual recon mission.
- (b) Act: For meritorious achievement while participating in aerial flight as pilot of F-OA type air or ft in a visual recon mission in Southern France locating approximately 400 motor vehicles on 18 Aug 44.
  - (c) Award: Second Oak Leaf Cluster to Air Medal.
- (16) WILLIAM R. HORNSBY, JR., 0-812091, 1st Lt.
  - (a) Engagement: Photo recon mission.
- (b) Act: For meritorious achievement while participating in agrial flight as pilot of R-OA type aircraft in a reconnaissance mission to photograph Voltri, Italy, on 2 Aug 14.
  - (c) Award: Second cluster to Air Medal.
- (17) WILLIAM R. HORNSHY, JR., 0-812091, 1st Lt.
  - (a) Engagement: Aerial Combat.
- (b) Act: For meritorious achievement while participating in serial flight as pilot of F-OA sircreft in destruction of one HE lllk near Valence, France, on 18 Aug Luc.
  - (c) Award: Third Oak Leaf Cluster to Air Medal.
- (18) WARNER E. JOHNSON, 0-682647, 1st 1t.
  - (a) Engagement: Tac/R mission.
  - (b) Act: Wounds received in action on 29 Oct 14.
  - (c) Award: Purple Heart.

THIS PAGE IS UNCLASSIFIED 2. Inclosed is War Diery for the 111th Tactical Reconnaissance Squadron for the period 1 October 1914 to 31 October 1914 incl. For the Squadren Commander: smes a. artes of Captain, Air Corps, 1 Incl: Adjutant . 1-Wer Diary in quad 314.7 1ST IND. G/A/1 HQ, PROV. RCN. GP. (XII TAC), APO 374, U.S. ARMY, 7 NOVEMBER 44 TO: CG, XII TAC, APO 374, U.S. ARMY. 1 INCL: N/C

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#28 Sheet No. 1.

Month of October 1944 lilth Tactical Reconnaissance Squadron, Azolot, James 4. Centes of

Adjutant.

James A. Artis, Jr., Captain, Air Corps,

- Day spent in repairing radios in planes, and making minor adjustments on planes. No flying, due to weather, but sack time logged was heavy.
- E Lt Simmons and McCleary, left for Naples, Italy, to pick up two more Mustangs. Lts. Hubacek, Hufford and White, left for the Riviera Rest Camp. Communications Section utilized French Civilian Telephone Wire to lay in a line to a unit six miles distant. Four missions, of eight sorties completed. Three Air Medals, and four Clusters awarded to Lts Jackson, Felix, Simmons, Cornwell, Johnson, Nolan and Nicholson. Lt Nicholson, scored twice, also getting a cluster to his DFC. Lt White, riding in our Utility B-25, received a cut scalp when the aircraft hit a very rough updraft. Lt Hubacek, lost his trousers in the same draft.
- Six missions and twelve sorties livened things up today. Illth finally cracked Paris. Major Randerson and Major Flowers, Captains, Angus and Hearrell, 1st Sgt Renken and S/Sgt Standridge were the first liberators from this outfit to see the city. Lt Simmons claims to be th first pilot from this orgn to drop anything over Germany, having been forced to rely an his relief tube over the Fatherland. on his relief tube over the Fatherland.
- 4 Sack time was heavy, as weather was bad, preventing flying. All flying was performed over the card table, with chips as objectives.
- 5 PX rations today. One mission of two sorties, weather curtailed the rest of the flying. Lt Humble went to Corsica to get another plane.
- Communications Section made a round trip to get (7) miles of wire authorized by Seventh Army, the round trip covering a total of two-hundred and eignteen (218) miles. Wire is to be used between T/R Sgdns and Rear Link units. One weather missions flown. First batch of mail in several weeks received today, and armament had to let up a little in their busy day of gun cleaning to catch up on their mail.
- M/Sgt Wright, he is known as now, for his promotion came through today. Seven missions totaling 17 sorties flown, and all sections busy. Uall received from XII TAG to pick up wool OD's at Lyon, guess we'll achieve our Supply Officers' year old dream at long last.
- 8 Bight missions of 16 sorties flown today, and Lt Simmons came in with a a new plane from Naples. That same afternoon, he flew his 100th mission. Makes the third pilot in this Sq to make it that far. Trip to Lyon for OD's was unsuccessful, as we wintered before, it seems we will winteragain, requisitioning, rather than wearing woolies. Capt Kitto, arrived here from Seventh Army to act as our new ALO.

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Month of October 1944

SECRET 111th Tactical Reconnaissance Squadron,

Sneet No. 2 WAR DIARY

- 9 Pvt Johnson and the Armament weapons carrier disappeared, and for use they are both ANOL. Surely was a good weapons carrier. Managed to get one mission off, and Capt Lutz did his good deed of the day by going up through the overcast to lead a lost C-47 into the airdrome. All to no avail, the plane went to another field. Hats off, to Lutz anyway.
- 10 Flying was confined to the pilot's ready room and the sack today. In Johnson received his DFC today, and Lts James, Marden and Fruett got their first OLO to the Air Medal. Lt Johnson also scored with 2nd OLO to the Air Medal, along with Lt Nolan. Message Center and radio stations now running off French power to save our decrepit old power units and it is really a success.
- ll Three missions and six sorties flown today, and Capt Lutz flew to Lyon to get another aircraft. While there, he had trouble with his electrical system and had to stay overnight. Good thing he had Sgts Carothers and Zenner with him, they are specialist in that work.
- 12 Lt Littlewood came to the Sq today with 34 dive-bomber missions under his belt. Six missions of twelve sorties completed today, despite bad weather. Going to have to get a larger switchboard for communications, for the present one is filled up - - what with 10 outside lines and all the units on the field using it.
- 13 Two missions of four sorties, and the weather not fit for birds to fly in. Its White and Hubacek walked in from the Rest Camp at Cannes, France, after waiting several days for the A-20 to go down after them. And so, Friday the 13th slipped by without the proverbial ill luck.

  14 Well, what d'ys know, we got OD's today, and did the men go for them? Fact is, they are already wearing them, for we are not used to this cold weather. The sick book was pretty crowded this morning with sniffles and colds, but what of it? Isn't it so, every morning overhere? Flash: Lt Littlewood flew the Mustang this morning and has committed himself on the relative merits of the Thunderbolt and the good old Sq standby. Yes, he likes ours better, so all are happy. Major Randerstandby. Yes, he likes ours better, so all are happy. Major Randerson and Sgt Standridge left for Algiers with the B-25 loaded with Frenchmen, and Lt Hazelton won the honor of attending the University of Paris. Finally got off two missions today, which all goes to prove that the weather can get even a good squadron down.
- Capt Lutz left for Cannes today to take Lt Humphreys and Lt Kornonen to the Rest Camp, and to bring Lt Hurford back. Lt Norwood received his promotion to Captain, after an 18 month sweating. Four missions and eight sorties flown today.
- Six new pilots arrived today, right from the States. No missions were flown, so the old pilots had time to tell tall tales to them and show them a little of how we operate. Major Randerson, Capt Hearrell and Sgt Standridge got back from Algiers with a load of OD's for the French. A Major from Dijon came out and looked at the Sq's teeth, so they must be going to change our diet. Surely hate that.

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Monta of October 1944

111th Tactical Reconnaissance Squadron, Azelot, Prance.

Frepared by: James A. Artis, Jr., Captain, Air Corps,

Adjutant.

Sheet No. 3 WAR DIAMY

- 17 Four missions of eight sorties, and the new pilots checked out in the mustang. Weather gettingcolder, and the battery cart must be used to start the aircraft during preflight.
- The Not asingle mission, on account of bad weather. Major Handerson and Capt Lutz flew the B-25 to St Dizier and Luxembourg, but no other snip left the ground.
- Two missions and four sortles flown, but the weather is still bad. Capt Hearrell was appointed Executive Officer and Capt Lutz succeeds him as Operation Officer. It Risch takes over transportation, and It Heiser goes to Supply. Its Jacksonand Nolan become thefirst Pilots of the Sq to visit Paris Officially at the rest camp. Medics sent two men to town to the hospital to get some new teeth; didn't think the chow was that good.
- 20 Four missions and eight sorties racked up today. Capt Angus and Major "Jack" Flowers after over two years service with this unit, are placed on DS awaiting trf to the new Gp Hq. Surely hate to lose such good men, but we are glad they will still be working with us.
- 21 Orders came through dated 19 Oct 1944 trf Lt Col Deering to AAF/MTO IN Italy, and Major Randerson is the new CO. Surely will miss the Chief, but know he will do fine in his new position. As soon as ne returns from Paris, we will take him to his new home. Capt Artis was made the new Adjutant, Lt Korosy takes over intelligence, and all are pretty happy. Despite the excitement and prevailing bad weather, four missions were flown.
- 22 Three missions and six sortles flown for today, and the new pilots got their fill of transition time. Medics performed some delicate unmentionable operations. Our meager fuel supply diminishes rapidly as the over-increasing cold continures. Down to 40 degrees and there was frost and ice early this morning.
- 23 No missions today, though there's lots of hangar time logged by the pilots on alert. Lts Brokaw and Schutt joined the Sq from the 324th Ftr Gp. Armament decided we should use gun heaters now, so it is another job to keep in mind.
- 24 Lt Bayman, from the 50th Ftr Gp was asgd to this Sq, and is the new Armament Officer. No missions, and there is plenty of time for bridge and poker. Our new Gp takes the Administrative station, Gryptographic section and the Base Message Center off our hands and our over-worked Communications Sections should get a rest. M/Sgt Johnson goes into the Gp after four years service with the Sq.

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#### SECRET

Month of October 1944 lilth Tactical Reconnaissance Squadron, Azelot, France.

Prepared by: James A. Artis, Jr., Captain, Air Corps, Adjutant.

- 25 Lts Nolan, Jackson and Hazelton returned from raris with wild tales of gaiety and exhorbitant prices. Lt Hazelton seems to have learned quite a oit while at the University of Paris, out not all book learning. No sun, no missions, no fly'n, no nuthin', there were clouds.
- 26 S/Sgt Hatcher leaves for 30 days in the S/Sgt Hatcher leaves for 30 days in the good old USA on the Sept rotation list. Capt Artis - - on Aug rotation list - - who is still here, was last seen going down the road with his bedding roll and mess kit was last seen going down the road with his bedding roll and mess kit on his weary back muttering unprintables to himself. It Snaw, our A/D control officer for the last five months, left for Twelfth Air Force today with a sizeable amount of the Sq money, and we hope he can find easy picking in the poker games down there. We bid goodbye to It Col Deering today after almost two yrs and three invasions as CO of this Sq. He certainly did a swell job, and we all will miss nim more than we care to admit. Our only consolation is, that he is filling a much more responsible position, and our wholenearted wishes for future successes go with him. No missions, and no flying except Major Randerson in the B-25 to Caserta, Italy. B-25 to Caserta, Italy.
- S/Sgt Platt and Crl Pamperine were the first two EM of the Sg to represent this unit at the rest camp in Paris. Its Carlson, Geddis, and Johnson were the second group of officersto visit there. One mission of two sorties reported bad weather and consequently, there were no more attempts made. Just a check on the weather man.
- 23 One mission of two sortie today. Weather surely has taken a turn for the worse. Gp phoned that we will move in the morning, So, there is frantic packing and hasty junking of unnecessary items.
- Waited around all day for the trucks that were to have been here early this morning. Finally got them loaded before dark, and decided they would pull out early next morn. Operations was very busy with nine missions and eighteen sorties, trying to make up for the past few days of bad weather. Major Randerson and Lt Mc Cleary returned from Italy.
- 30 After a late departure and 140 miles trip, the Sq ground echelon arrived at Azelot, France. The convoy was cordially greated by General Pattons MPs when they entered the Third Army area, in the form of a wholesale removal of vehicle tops and flattening of windshields despite the bitter cold and freezing rain. WAR IS HELL. Lt Johnson got injured on his 101st mission, adding a PH to his chest full of ribbons.

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Month of October 1944

111th Tactical Reconnaissance Squadron, Azelot, France.

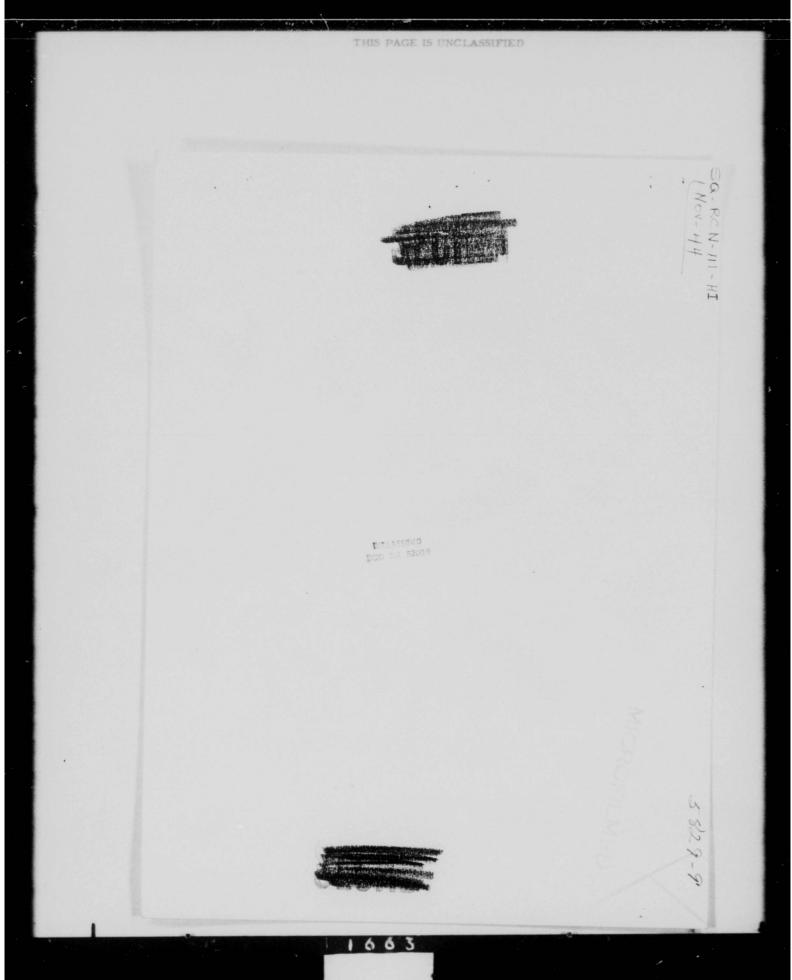
Sheet No. 5 WAR DIARY

Prepared by: James A. Artis, Jr., Captain, Air Corps, Adjutant.

31 Flight echelon at Dijon flew four missions today. Echelon at Azelot awake to find a half an inch of frost on the ground and all taps on the water trailers frozen. Had to melt the ice in the coffee pot to make coffee. Instrument cards were at a premuin for the day, and only the bravest attempted sorties in vehicles. Just a ground fog - - AND HOW.

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H E A D Q U A R T E R S
111TH TACTICAL RECONNAISSANCE SQUADRON
APO #374

C-A-1

314.7

2 December 1944

SUBJECT: Historical Records.

THRU : CO, Prov Ren Gp (XII TAC), APO 374.

TO : CG, XII TAC, APO 374. Att: Historian.

1. Outline history of the 111th Tactical Reconnaissance Sq for period 1 November to 30 November 1944:

a. Present designation: lllth Tactical Reconnaissance Squadron, Provisional Reconnaissance Group (XII TAC), XII Tactical Air Command.

- be Changes in organization: None.
  - (1) Changes in command: None.
- c. Strength, commissioned and enlisted:
  - (1) Month of November 1944:

| (a) | At beginning | 57 | Officers | 196 | Enlisted | Men |
|-----|--------------|----|----------|-----|----------|-----|
|     | Net increase | 0  | Officers | 5   | Enlisted | Men |
|     | Net decrease | 5  | Officers | 0   | Enlisted | Men |
| (d) | At end       | 52 | Officers | 201 | Enlisted | Men |

#### d. Stations:

- (1) Dijon Air Base, France.
  - (a) Date of arrival "B" Echelon 25 Sep 44
  - (b) Date of departure "B" Echelon 3 Nov 44
- (2) Azelot Air Field, France.
  - (a) Date of arrival "A" Echelon 29 Oct 块4 "B" Echelon 3 Nov 块4

#### e. Movements;

- (1) From Dijon Air Base, France to Azelot Air Field, France.
  - (a) Purpose: Change of station.
- (b) Dates: "B" Echelon departs 3 Nov 144 and arrives same
  - (c) Movement made by Squadron vehicles and utility aircraft.
- (d) Weather cloudy and cold. Condition of roads was excellent and no difficulties were encountered.

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f. Campaigns:

- (1) Name: Germany.
- (2) Dates: 15 September 1944 to----
- g. Operations:

Campaign: Germany

Nature of operations: Visual, Photo and Arty/R missions. Number of missions and sorties: 74 missions and 149 sorties.

Results of most important missions:

- (a) Visual Reconnaissance.
- (1) To check enemy road movements and gun defended area, Belfort, Mulhouse, Colmar, Gerardmer.
  - (2) Results:

1 November 1944 from 1220 to 1425.

Ly MTs mvg SE at V-5909. 2 locomotives steam up in Mulhausen MY. Ly barges in canal at V-7512. Ly barges stationary in canal at Mulhausen. 3 barges stationary in canal at V-7108. NMS Mulhausen-Colmar. 5 MTs b/w just W of Colmar. 15 to 60 MTs pulling artillery pieces mvg E at V-5339. 6 MTs mvg E at V-1540. 15 to 20 MTs mvg b/w just N of Gerardmer. Approximately 80 MTs on main roads and secondary roads between Gerardmer and Munster (V-5538) mvg mostly E.

(b) Photo Reconnaissance.

- (1) To check enemy rail and road movements and defended areas of Saarburg, Molsheim, Schirmeck, St. Die.
  - (2) Results:

17 November 1944 from 1030 to 1220.

Ratrenchments partially bombed at 453099. 3 probable gum positions at old quarry 444099. 3 canal barges at 440103. 10 RR cars no other activity at 458105. Large camouflaged factory at 825125. 4 gum (L) battery appears unoccupied (AA) at 824925. (Large camouflaged factory at 825125.) also 3 gum AA Battery (L) at same place. 3 gum AA battery, appears occupied at 823927. 23 RR cars on siding at 824925. 4 gum battery (H AA) appears occupied at 827929. 3 gum (M AA) appears occupied at 831933, also 3 gum battery (L AA) at same place. RR tracks have been damaged, now repaired at 830934. RR and M/Y not blocked at 828932.

- (c) Artillery adjustment.
  - (1) To adjust artillery fire in St. Die area.
  - (2) Results:

19 November 1944 from 1100 to 1310.

Target #1 was 4 guns at V-1,66651. Contacted battery at 1120 hrs. First 2 rds lost, called for aerial burst which bursted at 3000°, next rd dropped 300°, next rd lost. 10th rd direct hit. 11th rd fire for effect triangle around target. 12th rd 1 close 1 over 2 short. 13th 3-4 hit bldg one direct hit, 1 short. Next rd 3 short, 1 close, 3 more direct hits and fired 3 more rds for effect, all close. Two possible guns destroyed, and bldgs. 100 yds to east and NE of target heavily damaged.

- h. Commending Officers on important missions.
  - (1) Lt Geddis
  - Lt Sodermark Lt James

#### SECRET

- i. Losses:
  - (1) (a) None.
  - (b) Wounded: 1st Lt Albert D. Hufford, 0-824633, injured in action on 25 Nov 44 near Saarbrucken, France when shot down by enemy aircraft while on recce mission.
    - (c) Missing: None.
    - (d) Taken prisoner: None.
- j. Former and present members who distinguished themselves in action.
  - (1) ROBERT J. CARLSON, 0754065, First Lieutenant.
    - (a) Engagement: Visual reconnaissance mission.
  - (b) Act: For meritorious achievement while participating in aerial flight as pilot of an F-6C aircraft. On 31 Aug and 1 Sep 144, Lt Carlson flew below low clouds and through rainstorms to locate a total of more than 500 enemy transports, armored vehicles, and horse drawn carts. He then called the Controller, and remained over the area despite heavy-anti-aircraft fire, until the fighter-bombers arrived and destroyed the vehicles. His acts proved of great value to the advance of the ground forces. Lt Carlson's skill and eagerness in the performance of difficult tasks reflects great credit upon himself and the Armed Forces of the US.
    - (c) Award: Distinguished Flying Cross.
  - (2) GAILLARD M. JACKSON, 0754628, First Lieutenant.
    - (a) Engagement: Visual reconnaissance mission.
  - (b) Act: For meritorious achievement while participating inaerial flight as pilot of a F-6C type aircraft. On three different occasions during the Italian campaign Lt Jackson located numerous enemy motor transports, tanks, horse drawn vehicles and activity in marshalling yards. On all these occasions he notified the Controller, and then returned to the target area, leading the dive-bombers to the attack. Lt Jackson's self-less devotion to duty and skillful performance of difficult tasks reflect great credit upon himself and the Armed Forces of the U.S.
    - (c) Award: Distinguished Flying Cross.
  - (3) WILLIAM O. CANNON, 0669858, First Lieutenant.
    - (a) Engagement: Visual reconnaissance mission.
  - (b) Act; For meritorious achievement while participating in aerial flight as pilot of an F-6A type aircraft on a visual reconnaissance mission of enemy transportation northwest of Lake Bracciano, Italy on 5 June 1944.
    - (c) Award: Second Cluster to the Air Medal.
  - (4) JOHN R. LUTZ, 0438450, Captain.
    - (a) Engagement: Photo reconnaissance mission.
  - (b) Act: For meritorious achievement while participating in aerial flight as pilot of an F-6A type aircraft in a photo reconnaissance mission of enemy installations in the Strasbourg area, on 2 Oct 44.
    - (c) Award: First Cluster to the Air Medal.

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- (5) WILLIAM O. CANNON, 0669858, First Lieutenant.
  - (a) Engagement: Photo reconnaissance mission.
- (b) Act: For meritorious achievement while participating in aerial flight as pilot of a F-6A type aircraft in a photo reconnaissance mission of enemy installation in the Baccarat area, on 3 Oct  $\mu_{4}$ .
  - (c) Award: First Cluster to the Air Medal.
- (6) PERRY R. DUNCAN, 0679724, First Lieutenant.
  - (a) Engagement: Photo reconnaissance mission.
- (b) Act: For meritorious achievement while participating in aerial flight as pilot of a F-GA type aircraft on a photo reconnaissance mission over harbors in Southern France on 4 Aug 144.
  - (c) Award: Air Medal.
- (7) OWEN J. LEB, 0812104, First Lieutenant.
  - (a) Engagement: Photo reconnaissance mission.
- (b) Act: For meritorious achievement while participating in aerial flight as pilot of a F-6A type aircraft on a photo reconnaissance mission over Toulon, France, on 7 Aug 44.
  - (c) Award: Air Medal.
- 2. Inclosed is War Diary for the 111th Tactical Reconnaissance Squadron for the period 1 November 1944 to 30 November 1944 incl.

For the Squadron Commander:

1 Incl:

1-War Diary in trip.

JAMES A. ARTIS, JR., Captain, Air Corps, Adjutant.

SECRET

1668

Month of November, 1944

Signature Squadron, Azelot, France.

Prepared by: JANES A. ARTIS, JR. Captain, A. C. Adjutant

Sheet No. 1.

WAR DIARY

- 1 No flying of echelon still at Dijon today. Major Randerson took off twice to come to Azelot, but couldn't find the field for the fog. Men complained of inability to find the mess tent in the fog. England was never like this.
- Flight exhelon still grounded at Dijon air field. Ground echelon at Azelot still fogged in. Seck time continues heavy. Rumor that men may get sleeping bags have them excited. Men are starting to catch colds from the damp field.
- 5 Planes finally come in from Dijon. Squadron complete at new location. Radio section kept busy changing crystals on the ships as they land. First mail at new field arrived and kept the men busy for a while. Instrument men in Engineering also kept busy. Planes seem to be in pretty fair shape despite lack of ground orews for so long.
- 4 Cpl. "Treetops" Arnold starts the day off by standing up, and staying up, for meals and everything else-the result of boils on his posterior. Enlisted men are moved to barracks in St. Nicholas, near the airfield. Officers continue to live in tents until space is found for them. New buildings are very nice. It may be a pleasant winter...we keep telling ourselves. Still no missions for the month.
- 5. All men and officers are now situated in St. Nicholas, in permanent brick buildings. Headquarters, Mess, Supply and Medical sections also move there. Rest of sections located on the line at the field. Month of November finally gives us a chance to get two missions of four sorties. Lts. Pruett, Carlson and Humphreys leave us today for the States (the place they send worn out pilots). They joined us away back at Naples Italy, and have been around along time. We sure hate to see them go. Lt. Jackson visited the Finance Officer at Dijon today, and taking off to come home, developed trouble and had to belly it in. He is none the worse for wear and still has all his money, until the card games start.
- 6 No flying today, but plenty of weather of all kinds, principally bad. Sgt. Boggs of communications, received the schock of his life today, when he grabbed a hot telephone-teletype wire, in the freezing rain. He claims it will be a two quart nite.
- Had a slight accident between two of our vehicles today, caused by the slippery roads. Both drivers released from hospital after slight treatments. President Roosevelt seems to be leading in the informal polls around the squadron. He has the loudest rooters anyhow, maybe thats what it is. No flying of any kind. No election day celebrations.
- 8 All Republicans in the squadron reported early for work, and awaited news of yesterdays elections. By the time the Democrats came to work, they didn't feel like talking. Major Randerson tried to get into Paris today, but it was socked in tight. Got two missions over the Patherland though, for four sorties.
- Lts. Jackson, Johnson, and Nolan fly to Paris with Major Randerson on the first leg of the trip back home, to the United States of why can't we all ge? Three missions of six sorties were flown. Last mission consisting of Lts. Schilder, and humble souldn't find the field, so they had to land at Dole.

Month of November, 1944

Sheet No. 2.

111th Tactical Reconnaissance Squadron, Azelot, France

SECRET Prepared by JAMES A. ARTIS, JR. Captain, A. C. Adjutant

WAR DIARY

- 10 No flying of any kind due to weather. Supply and Mess sections set up in different section of encampment, which improves the squadron set-up as a whole. M/Sgt. Watson of armament section visited San Michel, famous in the last war to see what his pop saw. Driblet of mail arrived to break dreariness of the day.
- 11 Ole man weather calls an Armistice in the general run of weather and we squeege in one mission eff two sorties. Armistice didn't last long though. Last of gun heaters installed on our planes. Plans for showdown inspection tomorrow completed. Enlisted mens and Officers bars open tonite. Group officers invited over for the opening of the Officers Bar. Enlisted men have a nice location, for their bar and day room.
- 12 No casualties from the opening of the bars last night. First snowfall of the year covers the line fairly well. Engineering section hope for rain only during the winter, so they will not have to clean the runways. All Yankees become homesick at the sight of the snow. Plane for Christmas celebrations under way, with Sgt. Watson leading a delegation for buying decorations. Showdown inspection, looking for unauthorized and enemy fire arms held. None found.
- 13 No operations or flying of any kind. Most of the men, get a good workout on the woodpiles today, to keep their living and working quarters warmed up. The hot air from the bull-sessions has been found wanting for actual warmth. Medics set up the liniment for the strained muscles. Captain angus over to the bar from his post at group, but didn't remember leaving our cosy place. Too much exercise he claimed. All Yankees remain homesick as more snow falls--it doesn't lay though so Engineering section remains happy.
- II. No flying of any kind. Sgt Keller of armament section finally breaks down and gets a haircut. Came back and no one in the squadron recognized him. Was admitted to his quarters on the strength of his knowing the pass word for the day.
- 15 Still no flying, due to weather. Christmas packages come in, in a huge flood-everybody happy except those that didn't score. A new communications officer joined us today, from the 34th Photo Reccommaissance Squadron. He is 1st Lt. Wright, and has had plenty of experience at his work. Flying confined to the hangars.
- 16 Weatherman comes through in a miserly sort of way, and we rang up one mission for two sorties. Some more local flying done. Major Randerson our Texan CO left for England today, with plenty of money, and a B-25 full of officers from the Groupe Bloom bank has been made ready for his homecoming. Engineers on field are kept busy trying to keep the field open, but it looks like the mud is getting the best of them. Now we know French mud, so well publicised in the last ware
- 17 Our first full day of operations in a long long time. Seven missions of fourteen sorties rung up by the eager pilots. Prop seals continue to give Engineering section trouble, leaking oil during flight and covering the canopy, obstaucting the pilot's vision. Photo section had first workout of month doday, as one mission took pictures. French switchboard set up in headquarters to take care of supply, transportation, medics, and Group Officers quarters. Headquarters section getting a workout trying to put the right plug in the right hole.

Month of November, 1944

Illth Tactical Recomnaissance Squadron, Azelot, France.

Sheet No. 3.

SECRET

Captain, A. C. Adjutant

WAR DIARY

- 18 A banner day for the 1111 prenounced one-one-one), with 13 missions, totalling 26 sorties hung up on the big board. Lt. Nicholson, our Mississippi Mudcat, got his 109th mission today, breaking the squadron record. Hes a little man with a big score. Sun shines brightly ail day long, squadron too busy to notice they haven't been cussing French weather. Christmas packages continue to arrive, and Sgt. Watson has been having some luck on getting decorations for the Christmas shindigse
- 19 Making hay whild the sun shines, and get lo missions with 32 sorties today--pilots all busy and happy at last. Captain Victor "Red Dog" Gentzler, flys his first mission of his second tour of duty with the squadron. Captain Gentzler left us way back last Christmas, and just rejoined us, but he volunteered this time. It makes most of the older men, start feeling older to see some one who was rotated come back.
- 20 Well back to normal again today, as two missions, totaling four sorties are the orop for the day. Major Randerson, our CO, returned from England today, after a very hairy instrument trip all the way home. He dooks in the pink. Sectional tents on the line, are forced to move back, as the Engineers decide to enlarge the field. Men spent plenty of time getting gravel and laying it to sut down on the mud, and now have it all to do over again.
- 21 Captain Hearrell our Executive Officer, received a chewing from a lowly private in the MP's for going without a helmet. One flight took off, but mission was not very successful. Engineering, Radio, and Armament section dig in on new locations. Blisters are plentiful all around
- 22 One mission of two sorties, as squadron prepares to put on the feed pag tomorrows Turkeys have arrived from the QM, and cognacwis set aside for the egg-nog. Lt. White our Mess Officer, has decided to bake the Cherry pie personnelly. Sections on line continue to move back to enlarge the field. Group technical inspector visited our Armament section today, outcome will be known when he reports on it.
- 23 Weather today was perfect-but not for flying. All hands pitched in on Turkey dinner with cherry pie, cramberry sauce, and all the other trimmings. The Egg-Nog was a huge success. Men were well satisfied with their turkey--very little complaining about necks and tail-skids. Officers held a party in the evening, attended by local Amazons. Despite the shortage of women, the party was a success.
- 24 Sections complete their moves to their new locations on the field. Flying is ourtailed, and allows everyone to get over yesterdays festivities. Captain Artis went back to Dijon today, to investigate a court-martial case. Trip made in one day, totaling 270 miles. No flyinge
- 25 Bad luck hit the Squadron today. Lt. Hufford, was shot down by ME 109's, but is believed to have bailed out, and we hope it is this side of the lines. Army is pushing up in that area, and there is a good chance that he is safe on our side. 8 missions totaling 16 sorties completed this day, and everyone is busy aga in .

BECRET

Month of November, 1944

111th Tactical Recommaissance Squadron, aselot, Prance

Sheet No. 40

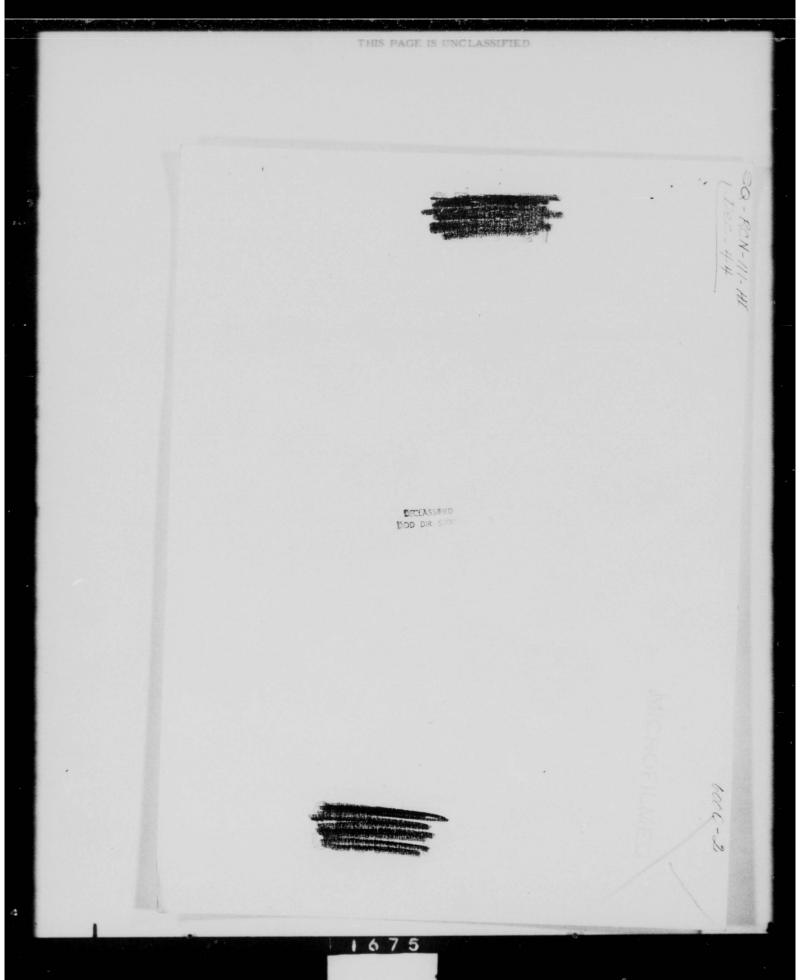
SECRET

Prepared by: JAMES A. ARTIS, JR. Captain, A. C. Adjutant

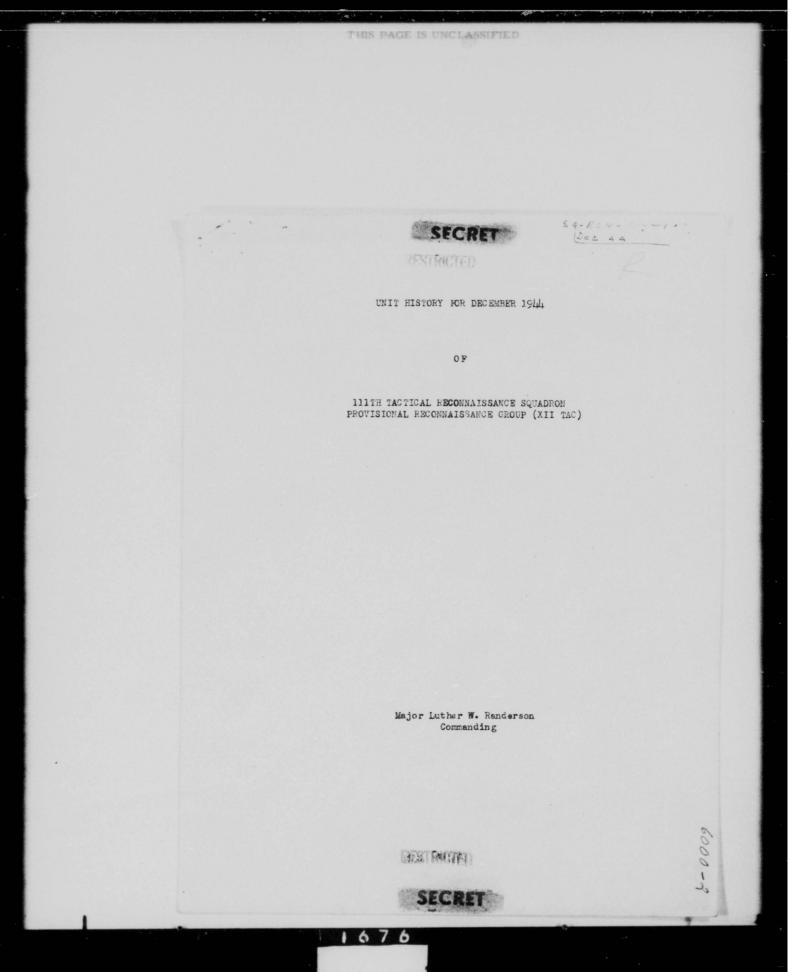
WAR DIARY

- 26 Captain Lutz left for England today on administrative duty, and also for a short reste Blood bank awaits his return, along with his passengers, Lt. Nicholson, and Lt. Korhonen, our Wandering Finn. Six missions totaling 12 sorties hung up. Word was received that Lt. Hufford was in a hospital after bailing out yesterday. He has a broken left leg, suffered when he hit the tail-plane on his way out.

  Overshoes of the correct dimensions now received. Finally got some big sizes for
- Men's summer clothing was picked up and stored in the supply room. Squadron completes 26th month overseas—and they still want to go home. Five missions and ten sorties completed. Weather socked the field in early, and the last missions coming home, entertained the spectators on the field, looking for the runway trying to get in. No mishaps though. Aircraft identification classes commenced for Pilots today. Packard and North American representatives visited us and instructed the pilots on
- 28 Word was received from the Provost Marshall at XII TAC that Pfc. Johnson had been apprehended, after an absence of 50 days. He was the first AWOL the organization had since we came overseas. He was a replacement that came to us last summer. Twenty-Six months overseas, and one new man has to spoil the record. After a long long time, our men on the line finally get a well deserved break, and just a little late. Mechanics jackets were finally received today, and were shipped to us all the way from Italy. We are grateful for them, mighty grateful. No flying, that Fog must be blowing over from Merry Old England.
- 29 No flying. Pilots are hard upto get their flying time in this month. If it continues on this way for the winter, we will be hard up for something to doe
  Pros Johnson, our erring prodigal was picked up today and placed in confiaments
  awaiting court-martials Headquarters section all rusty on how to make out the
- 30 Capt. Artis today broke his record of 270 miles in one day, completing a four hundred mile round trip, in quest of information for filing of charge sheets on our AWOLe Cpl. Patton the driver requested permission to burn the command car after the tripe No flying, but everybody is happy, as Uncle Sammy came across with the monthly stipende Poker, and the galloping dominoes to the fore, for the evening. Our monthly ration of Scotch and Gin arrived. Everyman in the outfit, with the exception of 10 non-drinkers obtained a bottle of one or the other. The MCTU hasn't got a chance, with good Scotch and Gin at hand.



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# SECRET

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROVISIONAL)

XII TACTICAL AIR COMMAND

PROVISIONAL RECONNAISSANCE GROUP (XII TAC)

111TH TACTICAL RECONNAISSANCE SQUADRON

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I. Outline History

II. War Diary

III. Supporting Documents: 1. None.

Inducted into Federal Service as 111th Observation Squadron: 25 Nov 40 Redesignated as 111th Tactical Reconnaissance Squadron 8 Dec 43

Entered foreign service : 27 Sep 42 England : 3 Oct 42

North Africa : 8 Nov 42 Tunisia :20 Jun 43

Sicily : 14 Jul 43 Italy :16 Sep 43

Corsica : 20 Jul 44 Southern France:15 Aug 44

SECRET

SECRET

# HEADQUARTERS 111TH TACTICAL RECONNAISSANCE SQUADRON APO #374

CI

314.7

2 January 1945

SUBJECT: Historical Records.

- TO : CO, Prov Ren Gp (XII TAC), APO 374.
- 1. Outline history of the 111th Tacticel Reconnaissance Sq for period 1 Dec 44 to 31 Dec 44 incl:
  - a. Present designation: lllth Tactical Reconnaissance Squadron, Provisional Reconnaissance Group (XII TAC), XII Tactical Air Command.
    - b. Changes in organization: None.
      - (1) Changes in designation, assignment, or attachment:
        - (a) Changes in designation: None.
      - (b) Changes in assignment: Relieved from assignment within the Twelfth Air Force and assigned to the European Theater of Operations, effective, 10 November 1914 per Sec I, GO #240, Twelfth AF, 19 Nov 44: Firther assigned to First Tactical Air Force (Provisional) effective 27 Nov 44 per par 2, GO #12, First Tac AF (Prov), dated, 27 Nov 44:
        - (c) Changes in attachment: None.
      - (2) Changes in command: None.
      - (3) Changes in T/O: None.
    - c. Strength as of 31 Dec 44, 51 Officers and 201 Enlisted Men.
    - d. Present Station: Azelot Air Field, France since 29 October 1944.
    - e. Movements: None.
    - f. Campaigns:
      - (1) Name: Germany.
      - (2) Dates: 15 September 1944 to\_\_\_\_
    - g. Operations:
      - (1) Campaign: German.
      - (2) Nature of Operations: Visual, Photo and Arty/R missions.
      - (3) Number of missions and sorties: 119 missions and 238 sorties.
      - (4) Outstanding missions:

Historical Records continued from page one (1)

- (a) Mission of 27 Dec  $\mu_{\rm L}$  against Karlsruhe, Mannheim, Worms and Landau.
  - 1. Nature and importance of target: Visual and Photo recce to check enemy road movements and gum defended area of Karlsruhe, Mannheim, Worms and Landau.
  - 2. Visual observation: 7 loco s/u and 300 plus RR cars in Landau M/Y. 5 loco s/u and 150 RR cars in Neustadt M/Y. 12 loco s/u and 500 RR cars (plus) Mannheim M/Y. 8 loco s/u and 200 plus RR cars in Ludwigshefem M/Y. 3 loco s/u and 100 plus RR cars Frandenthal M/Y. 5 loco s/u and 200 plus RR cars Worms M/Y. Much activity in Ludwigshafen and Mannheim M/Ys. 1 trein with 25 plus cars mvg south of Ludwigshafen. 1 train with 20 cars mvg NE out of Neustadt.
    - 3. Photographic evidence: None available.
- (b) Mission of 17 Dec 14 against Strassburg, Rastatt, Karlsruhe, and Mannheim area.
  - 1. Nature and importance of target: Visual reconnaissance to check enemy road movements and rail movements.
  - 2. Visual observation: 1 loco s/u facing N at R-3734. 2 MTs mvg at R-4958. 1 train stationary facing S at R-3368. 1 train with Lo cars stationary facing at R-5875, the last car with red crosses. 4 large barges towed by tug mvg south at R-5693. 2 large barges mvg S at R-5692. 15 plus large barges scattered and stationary on east side of Rhine just south of Mannheim. 2 locomotives with s/u in south M/Y at Mannheim. 1 train with 8 to 10 cers mvg south on nerrow gauge RR at R-6768. 1 MT mvg north at R-6994. 3 loco s/u at Heidelberg M/Y. 1 train with 12 stationary cors facing north at R-6882. 1 train with 15 cars stationary facing north at R-6882. 1 train with 15 cars at stationary facing south at R-6876. 2 MTs mvg S at R-6368. 1 train with 30 cars stationary facing south at R-6666. 1 train with 25 cars stationary facing east at R-6360. 1 train with 10 cers stationary facing south at R-6350. 1 train with 70 cars stationary facing south at R-5618, last 30 cars appeared to be carrying MTs. 3 loco s/u in M/Y at Karlsruhe. Large shed on RR with 8 loco nearby, 4 to 5 loco s/u at R-1845. Bridges at R-115485, R-172690, R-523983 are all intact. Fridges at M-1906 is being rebuilt with construction 1/2 completed from west side, 1/4 completed from east side.
  - (c) Mission of 17 Dec 14 against Pirmasens area.
  - 1. Nature and importance of target: to adjust artillery fire in Pirmasens ares.

-2-

Historical Records continued from page two (2)

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2. Visual observation: 1st rd hit SE corner of RR station. Corrections: left 50, drop 25. Next 3rds not observed. Air burst at 3000' over station. Next air burst 1500' over station. Next rd 100 yds N of station. Drop 100. Next rd hit station. Left 50. Next rd hit tracks on SW side of station. Add 10. Next rd hit 50 over. Drop 50. Next rd hit 50 short of station. Add 100. Next rd hit center of M/Y just short of station. Add 100. Next 3 rds probably hit. Next rd 50 short. Returned to base.

- h. Leaders of outstanding missions: (a) Lt Ceddis; (b) Lt Littlewood;
  - i. Losses in action:
  - (1) Killed: 2nd Lt Frederick L. Horanic, 0820275, KIA Kogenheim, France
  - (2) Wounded: 2nd Lt Hosea M. Wyrick, 0704799, Slightly wounded in action over Germany on the 27 Dec 44.
  - (3) Missing: 1st Lt William C. Littlewood, 0697286, MIA SW of Frankfurt, Germany on the 25 Dec Li.
    - (4) Taken prisoner: None.
  - j. Awards received by former and present members:
    - (1) ROY D. SIMMONS, JR., 0689904, First Lieutenant.
      - (a) Mission: Visual and Photo reconnaissance.
    - (b) Act: For extraordinary achievement while participating in aerial flight as pilot of a F-6A type aircraft. On B Oct 14 on a racce mission in the Strasbourg area and despite intense anti-aircraft fire at Frieburg, he located three trains and numerous motor transports in the area. Noting barges, the cargo and took pictures of the canal and area to substantiate his report. Interpretation of his photos revealed gun positions of such importance as to merit attack by dive bombers, and his extremely good photos were used as targets for the attack.
      - (c) Award: DFC.
    - (2) LYDE S. PRUETT, 0669924, First Lieutenant.
      - (a) Mission: Reconnaissance mission.
      - (b) Act: Participated in five sorties against the enemy.
      - (c) Award: 3rd OLC to Air Medal.
    - (3) LYDE S. PRUETT, 0669924, First Lieutenant.
      - (a) Mission: Reconnaissance mission.
      - (b) Act: Participated in five sorties against the enemy.
      - (c) Award: 2nd OLC to the Air Medal.

SECRET Historical Records continued from page three (3).

- (4) CHARLES H. HARTL, T-62125, Might Officer.
  - (a) Mission: Visual Reconnaissance Mission.
- (b) Act: On the 3 Sep 14 F/O Hartl located and pinpointed despite bad weather and intense anti-aircraft fire over 230 enemy transports moving North at Tournus and directed Fighter Bombers to the target and much damaged was inflicted on the enemy transports.

(c) Award: Air Medal.

2. Inclosed is War Diary for the 111th Tactical Reconnaissance Squadron for the period 1 December 1944 to 31 December 1944.

For the Squadron Commander:

1 Incl:

1-War Diary

James a. ARTIS, JR., Captain, Air Corps, Adjutant.

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Month of December, 1914 SECRET 111th Tactical Reconnaissance Squadron, Azelot, France

Sheet No. 1.

Prepared by:

James a. ARTIS, JR. Captain, A. C. Adjutant

WAR DIARY

- 1 Well we got seven missions for fourteen sorties today, and all hands are kept busy, on guns, radios and all that goes into a plane. Held a weekly meeting of the enlisted men tonite, and they received a sex morality lecture, Articles of War, and a talk by Captain Kitto, our ALO, on the progress of the wer, complete with maps. All the men seemed to enjoy it, as evidenced by their questioning of Capt. Kitto.
- 2 Bingo-eleven missions for 22 sorties kept the Operations section and pilots on their toes all day long. Lts. Jeckson and Carlson, who went home last month, were both awarded DEC's for their efforts while with us. Engineering section puzzled by the number of ships, reported to have rough engines. Photo section busy printing Christmas Cards for the squadron.
- Back to normal French weather again, so only four missions of eight sorties got off. Four of our older pilots were grounded for a rest today by our Flight Surgeon. They all have over 100 missions, so the rest is well earned. Men are going to get the new type field jacket, which they will like, they say, most them have seen the new jacket, and have been giving supply twouble about them.
- 4 Our little round man, Dave C. Hearrell, promoted to Major today, according to word received from Group. Captainores were received by Lt. Nicholson, and "Jesse" James, all well earned promotions. It. Littlewood took another small bite out of the Luft-Waffe, when he shot down an ME 109, in the traffic pattern across the Rhine. His wing-man was shot up pretty bad though and had to land his ship just this side of the line. He got home by supper time though.
- 5 Seven missions of fourteen sorties flown today, with Capt. Nicholson completing his 109th. Supply section still busy looking for holes in the sky to gut some of our tentage out to dry. The wind doesn't give them much cooperation though, keeps blowing the tents down. Planes are still giving Engineering quite a few headaches lately, with crew-chaifs ready to tear their hair out.
- 6 Major Moss was over from group today, investigating the court-martial charges against Pfc. Johnson. Two missions of four sorties completed, with first shiptaking off at 1530 hours. The only bright spot in the days activities was the appearance of a Red Cross Donut wagon, complete with coffee, and real live American women, with Engineering section agreeing to a man, that you can't beat American women. (What do they want to beat them for?)
- PearlHarbor Day greetings exchanged early by members of the squadron, and six missions for 12 sorties. Sgt. Watson, along with other artistic members of the squadron, start work on the Christmas tree in the Enlisted Men's Day Room. The trees were procured in local fields. It is starting to look good, despite all the men working on ite Electric Light Bulbs, and wrapping off Christmas Packages are supplying the color to the tree.
- 8 Words is received that Lt. Col. Nesbit, is coming around tomorrow to make his administrative inspection. Christmas tree in mens room, finished and is a first class job. No missions due to the weather. Weekly orientation lecture held this evening, with Captein Kitto doing another bang-up job, on the course of the war.

Month of December, 1944

111th Tactical Reconnaissance Squadron, Azelot, France

Sheet No. 2.

SECRET PREPARED BY:

JAMES A. ARTIS, JR. Captain, A. C. Adjutant

WAR DIARY

- 9 Major Hearrell, Captain Gentzler, and Lt. Humble get back from Paris today, with ripe tales, and plenty of feelthy literature, picked up at the Art Centres of Paris, and other Cultural Exhibits. Col. Wesbit, made his rounds through our mess section, Supply, the mens barracks, and headquarters section. The inspection was much shorter than our last one, and the Colonel seemed pleased. However, we shall know better when his report comes through.
- Well every year around Christmas time, we get a break on something. Last year it was cots, this year every man received a sleeping bag. It is a new type, which fits completely around the men, from head to foot, and the 1st Sergeant, and Sgt. Westel, have test-hopped them already and find them roomy enough. They are the two biggest men in the squadron, so everyone should get into them allright. They both predict trouble for people with poor kidneys who went to leave in a harry at nite. No flying due to the ever present weather. Sgt. Keller is busy trying to convince a North American representative of a brand new way to harmonize guns. (Neither the Technical representative or the section is paying Sgt. Keller any ettention.)
- Still no flying. Lt. Roy D. Simmons, our representative from Kentucky, received his DK today, making the 20th one awarded to the squadron. All in all, a very slow, and dull day for all hands.
- 12 Squadron Fund was inspected by Col. Nesbit, over at Group early this morning. The Custodian menaged to stay out of Leavenworth for another three or four months enyhow. The day was bright and sunny, so Captain Gentzler, and Lt. Horanic took another bite out of the Luftwaffe today, with each getting one destroyed and Lt. Horanic managing to dodge a swarm of them which were on his tail. Capt. Gentzler also damaged another one. Lt. Horanic, put in an application for gunnery school, he said he shot at the lead Germen ship, but knocked the wingman down. Supply section very busy, with an unusual amount of salvege being turned in. Squadron Engineering section are busy attending classes on the P51, which is being held at the base.
- 13 One mission attempted to take off, and complete one today, but couldn't do it. Some winter flying boots were received, which will come in mighty handy to the men on the line, and the pilots, in need of replacements. The supply situation seems to be much better up in this neck of the woods, but we'll trade it for some good old fashioned weather.
- It Three more of our toil worm pilots go to the rest camp at Faree. One plane went up to test the weather, but had a hard job getting back down, so flying was called off for the day. Gun camera magazines and film received and to be installed on the planes shortly. Officer's complete their plans for another blowout this coming Saturday. Trensportation section having trouble with brakes on GMC's due to French Mud.
- 15 Major Randerson, with Lt. Cannon as pilot on our B-25, took off with Cpl. Grande, Porcellino, and Pfo Tudor, for Sunny Italy. We're in need of stock for the Bars, and Grande and Tudor, are in need of their respective wives, who reside in Napoli. They just managed to get through the overcast though as their was no other flying from this field. Weekly crientation lecture held this evening, and mens shoes were inspected as they left the meeting, in compliance with Administrative inspectors advices.

Month of December, 1944

111th Tactical Reconnaissance Squadron, Azelot, France.

- Sheet No. 3.

SECRET Prepared by:

JAMES A. ARTIS, JR. Captain, A. C. Adjutant

WAR DIARY

- 16 Mail today, and almost everybody scored for a change, with packaged and letters.

  Three missions of dix sorties completed, and some of the other pilots put in some local flying, including Major Hearrell, and Captain James, who are both grounded from operational flying. Officers held another party this evening. No casualties.
- 17 A good day today, with nine missions for eighteen sorties. Capt James, and Capt. Nicholson, pulled out today in our A-20 for England and thence to the States. Hicholson completed 110 missions with the squedron, and has the highest score any pilot ever attained. James completed 101 missions. We are sure sorry to see two swell guys, and two super pilots leave. Lost a plane today, when it nosed up, coming in. This field seems jinxed to us.
- 18 No flying today. One mission took off, but plane had to come back, as tail wheel door wouldn't retract. After that it just socked in completely. Four new pilots arrived today, and E/O Hartl, our long stending Flight Officer, is busy comparing serial numbers with one of the new pilots, to see who is going out to get the wood anymore.
- 19 One mission of two scrties which cost us one sirplanes, when Lt. Schutt was coming in-elanding gear collapsed on him. Squadron alerted in the evening hours, for possible German sebotage attempts. Operations and Intelligence sections in Burthecourt line everything up for immediate destruction, only to be dissapointed. Night passed uneventfully however.
- 20 No flying of any kind, due to bad weather. First day of winter comes tomorrow, and it looks like its going to get plenty cold. Enlisted men are all excited over possibilities of going home on the VHB program. Most of them certainly deserve an opportunity, after over two years service overseas.
- 21 First day of Winter, and everything is frozen up tight. Mess section is now dipping all their water, due to trailers freezing up. No missions flown, but it may clear up, and stay cold, which should help us, as the Krauts are getting a little uppity--they evidently don't read American papers, or they would surely know the war should be over.
- Still no combat flying, due to the weather. The snow was a little heavier this morning, which was good for a few snew-ball fights on the line. Another orientation lecture was held this evening, with Captain Kitto doing the honors. Capt lester gave the men a lecture on Scabies, and told them to be careful where they send their laundry. Enemy aircraft seemed busy overhead tonite and dropped a few flares nearby the barracks. Guard duty has increased lately, with the lilth furnishing a complete road block near Operations. No more special duty men in the Squadron, except the Mess and Medics, due to heavy guard demands. Let Sergeant Renken did the honors, when he was the first Non-Com to pull Sergeant of the Guard, since the new orders went into effect.
- 23 Still no missions, due to weather. The ground remains frozen though, maybe it'll help us stop the Krauts, who are still moving ahead on their drive. Plans for Enlisted Men's party tomorrow, completed. Officer's held another party this evening, with local Amazons doing their duty by attending. Major Randerson, and Lt. Cannon, and all passengers returned safely from Sunny Italy today.

Month of December, 1944

111th Tactical Reconnaissance Squadron, Azelot, France.

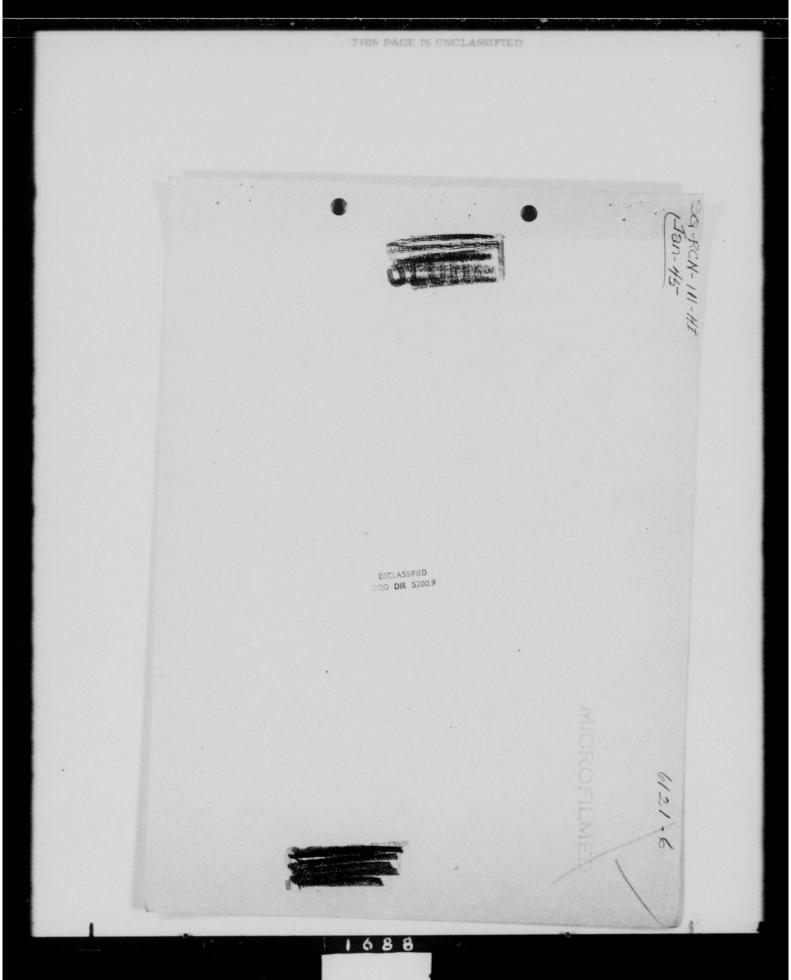
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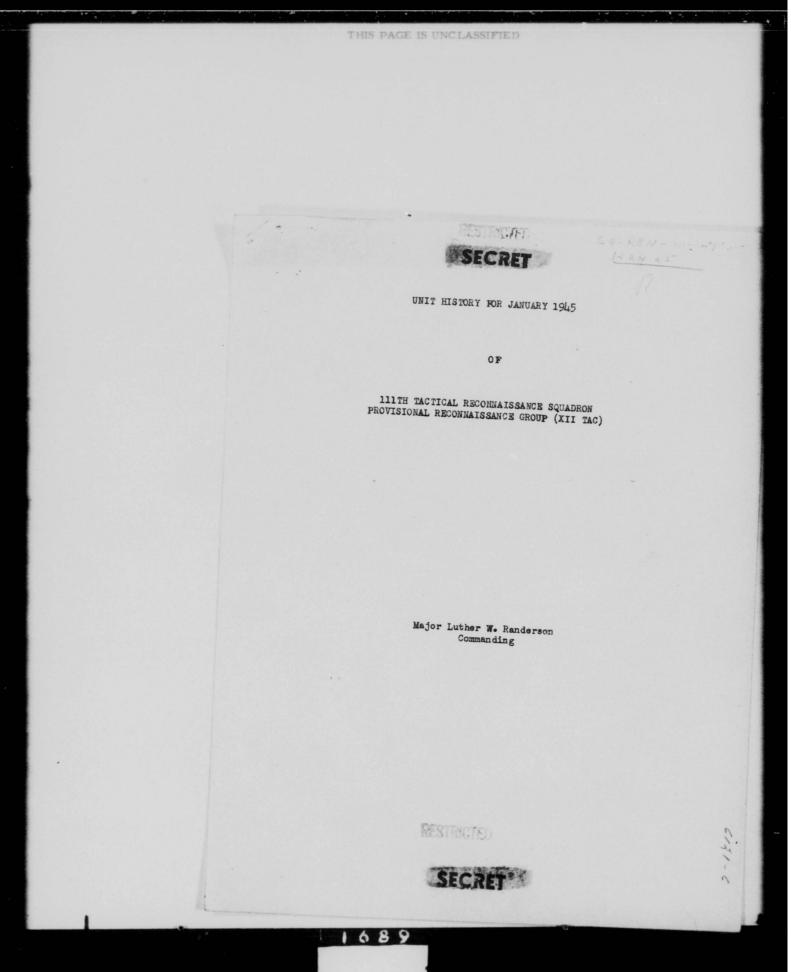
JAMES A. ARTIS, JR. Captain, A. C.

WAR DIARY

- 24 At long last we start flying again, and reng up 10 missions for a total of 20 sorties. The Heavies were busy going over our field all day long, after the Kraut push, and they sure looked nice away up there. Engineering section having trouble removing the ice from the wings of the plances for the morning take-off. Men's Christmas party held this evening, end Cpl. Jack Bugaila is nursing a fateye, as the result of his amourous activities. One casualty is reported, for whole evening. Photo section kept busy far into the nite, with late missions which took picturese
- 25 Merry Christmas, and may the next one be where it should be, at Home. Work is the order of the day, as 12 missions for 24 sorties are completed. Bad luck took a cut at us today, when Lt. Horanic, was killed after bellying a plane in this side of the lines. Lt. Littlewood, is missing in action, when he was shot up, near Frankfurt, and was forced to bail out. His wing-man reported him as bailing out, after completing one tour of duty with his old outfit, he transferred to us, and was well on his way towards completing it, when he was shot down. He had the good luck to destroy one ME109 before he was shot down though. Major Hearrell left today for the promised land (USA) after over two years of foreign service. Good Luck, little round man. Excellent meal today, compliments of the Mess Sgt.
- 26 The woather remained clear and cold, so 10 missions of 20 sorties were racked up. Medical section is busy, having training programs. (Still Recruits) We lost one plane, when Lt. Henrichs was forced to belly land a short distance from the field. Nothing else of note for the day.
- 27 Eight missions for sixteen sorties were racked up, with one sad note. Lt. Wyrick was wounded slightly when 12 enemy aircraft hopped the flight, and he is is the hospital with wounds of the arm, and face--its nothing serious and he'll be bask with us shortly. He made it all the way home though and landed his plane, and Capt Lester took charge from there on.
- 28 Lt. Hazleton went down past Saarebourg today, to where Lt. Horanic's plane crashed to get the information for our BCR report. He arrived back late this evening, frozen almost stiff -- he just about made his bed. Photo got some new cameras today in the new airplanes, and found six inches of ice on them, and rusted motors. Anything to keep the boys happy. Only four sorties completed -- weather looks like its changinglooks like more snow.
- 29 Nope, the weather stayed with us, and we got eight missions of sixteen sorties. Plans completed for Officers gala New Years Eve show. Major Randerson, cur CO absorbed a little culture, by attending the Barretts of Wimpole Street, with Katie Cornell (she was in it-he didn't go with her). Capt. Gentaler apptd Operations Officer, with Capt. Jack Lutz, assuming duties as executive officer.
- 30 Seven missions and fourteen sorties. Everything nice and white from the new layer of snow that fell overnight. Very dull day.
- 31 Snow delayed the take-off's until the runway was swept clean, but we still got seven missions of fourteen sorties in. Officer's party well attended -- Whiskey front with Gin Cumulous moved in early, and socked everything in. The little man, with the 1945 teg, looks a lot better than the last two that the squadron has seen over-seas, and we hope he is. Its been a long time since we saw the P of E. SECRET



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# SECRET

FIRST TACTICAL AIR FORCE (PROVISIONAL)

XII TACTICAL AIR COMMAND

PROVISIONAL RECONNAISSANCE GROUP (XII TAC)

111TH TACTICAL RECONNAISSANCE SQUADRON

### TABLE OF CONTENTS

I. Outline History

II. War Diary

| Inducted into Federal Service as 111th Observation Squadron: 25 Nov 40 |   |           | Redesigneted as 111th Tactical Reconnaissance Squadron: 8 Dec 43 |   |    |     |    |
|------------------------------------------------------------------------|---|-----------|------------------------------------------------------------------|---|----|-----|----|
| Entered foreign service                                                | : | 27 Sep 42 | England                                                          | 1 | 3  | Oct | 42 |
| North Africa                                                           | : | 8 Nov 42  | Tunisia                                                          |   | 20 | Jun | 43 |
| Sicily                                                                 |   | 14 Jul 43 | Italy                                                            | 1 | 16 | Sep | 43 |
| Corsica                                                                |   | 20 Jul 44 | Southern France                                                  |   | 15 | Aug | 14 |

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OUTLINE HISTORY, 111TH TACTICAL RECONNAISSANCE SQUADRON, JANUARY 1945.

a. Present designation: 111th Tactical Reconnaissance Squadron, Provisional Reconnaissance Group (XII TAG), AII Tactical Air Command.

- b. Changes in organization: None.
  - (1) Changes in designation, assignment or attachment:
    - (a) Changes in designation: None.
    - (b) Changes in assignment: None.
    - (c) Changes in attachment: None.
  - (2) Changes in command: None.
  - (3) Changes in Table of Organization: None.
- c. Strength as of 31 Jan 45: 51 Officers and 196 Enlisted Mem.
- d. Present Station: Azelot Air Field, France since 29 October 1914.
- e. Movements: None.
- f. Campaigns:
  - (1) Name: German.
  - (2) Dates: 15 September 1944 to
- g. Operations:
  - (1) Nature of operations: Visual and Photo missions.
  - (2) Number of missions and sorties: 97 missions and 194 sorties.
  - (3) Outstanding missions:
    - (a) Mission of 5 January 1945 against Saarbruken, Neunkirchen, and Kreuznach.

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Historical Records, 1 Feb 45, continued from page one.

- 1. Nature and importance of target: Photo reconnaissance, enemy rail movements and railroads.
- 2. Visual observations: None. Photo interpretation revealed the following: M/Y RR intersection at Q-4471: 85 cars in M/Y mostly loaded with coal. RR bridge completely out, all lines south at this point are out. E-W lines are out. 5 lines blocked in M/Y, all other main lines repaired. Damage to east end of Burbacher Hutts industrial plant is maderate. Damage to bldgs north of RR intersection is severe. Damage to bldgs at east end of RR Section moderate. Impact heaviest north of intersection, no loading. Light to no activity in M/Y. Nine through lines out, two E-W, 7 to S. NE and NW lines are serviceable. Best area for new attack would be triangular RR intersection-targets covered by photos. 25 RR Cars and repairing material, including cross ties near M/Y at Q-513841. RR tunnel entrance intact, no guns at both Q-517850. RR intersection, turn table, water tower intact, no bomb damage, all lines clear at Q-519856. 67 plus RR cars in M/Y, 4 loco with no steam up, lines all clear M/Y tunnel entrance. RR intersection good targets. All at Q-523856. 3 gun battery (H) occupied at Q-523855. RR bridge completely out S, ! main lines blocked, bldgs in vicinity of stationed bridge severely damaged at M-083351. 14 plus RR cars in M/Y, 5% of facialities are damaged at M-080349. RR bridge intact to N, 2 line open in M/Y 5% facilities are damaged at M-080349. RR bridge intact to N, 2 line open at M-073347. RR bridge out to SW, 2 lines out at M-077344. 85 RR cars in M/Y, 2% or less of M/Y facilities damaged. 4 lines S from M-075340 serviceable. Light to little activity in all M/Y's. Bridge targets bombed successfully, all at M-075340. 3 gum AA batteries at M-085359. 3 gun AA battery at M-078359. 3 gun AA batteries at M-085359.
  - (b) Mission of 6 Jan 45 against Strassbourg-Karlsruhe.
    - Nature and importance of target; Visual reconnaissance of enemy road movements.
- 2. Visual observations: Observed 40-50 pushing what appeared to be a 150mm how S along road on E bank of Rhine at R-1612. 5 pontoons along E bank of Rhine at R-154119. Two 40-50 barges mvg S on Rhine at R-2623. 6-7 groups of approx 5 men each on E bank of Rhine scattered from R-1612 to Karlsruhe. Bridge at Karlsruhe intact. Approx 20 enemy vicinity of Karlsruhe bridge. No bridge across Rhine between Strassbourg and Karlsruhe. No movement across Rhine observed. Mission flew across the overcast to Strassbourg where they let down through the ground fog to tree top level, and from this level, the whole area was covered, from Strassbourg Karlsruhe-Strasbourg. Mission landed at Luneville, as weather would not permit landing at home base.
  - (c) Mission of 15 Jan 45 against Saarbruken, Zweibruken, Landay, Kaiserslautern and Saærgemund.
    - Nature and importance of target: Visual reconnaissance of enemy movements and photo reconnaissance of gun emplacements, and damages.

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Historical Records, 1 Feb 45, continued from page two.

2. Visual observations: 1 MT mvg SW at Q-925707.1 MT mvg S into Homburg. 1 tank facing S and 2 MTs facing E stationary at Q-6670. 3 or 4 flashes in town at Q-6670, probably artillery. 4 HDT, 1 MT, and 1 M/C mvg E into town at Q-615610. Photos: 27 new bomb bursts..slight damage to several military barracks, recent trackage near bldgs, in vicinity at Q-727737. 5 gum battery unoccupied at Q-717735. Strongly defended area at Q-714709 - Q-753713..this area part of Siegfried line. 3 gum battery occupied at Q-714722, and 1 at Q-714718. M/Y at Q-905735: 200 RR cars in M/Y..2-3% of cars damaged. 5 tracks out..main N line open. Slight damage to M/Y, 2% of facilities hit and unserviceable at present. 41 cars have changed position..5-10% loading activity. Activity at yard light. 6 main lines which had been cut, are now repaired. 5 in yard are still out. Lines 90% repaired and serviceable. Undamaged military barracks at Q-889737. 22 RR cars in stationary at Q-887735, unloading. 3 gum battery (L) occupied at Q-889741. Gum batteries unoccupied at Q-880727 and Q-719727. Probable bomb damage to main lines at R-036675, also at R-031673. 2 locc with no steam up at same coordinate. 8 cars on siding at same place. Tracks probably damaged at R-072668. RR crossing intact at R-073667. Tunnel entrance intact at R-203894. Eighway damaged at R-197670. Tracks possibly damaged at R-19674, R-195675. Highway od amaged at R-197670. Road to S of tunnel entrance at R-182915 is demaged. Tracks probably damaged slightly at R-179919. 14 car train with 2 armored cars undamaged at R-169934. Dump, with 3 bldgs slightly damaged at R-071937.

- h. Leaders of outstanding missions; (a) Lt Sodermark. (b) Lt Henricks. (c) Capt Lutz.
- i. Losses in action:
  - (1) Killed: None.
  - (2) Wounded: None.
  - (3) Missing: 1st Lt George F. Geddis, Jr., 0-820480, MIA R-4571, Germany, 29 Jan 45.
  - (4) Taken prisoner: None.
- j. Awards received by former and present members:
  - (1) JOHN R. LUTZ, 0438450, Captain.
    - (a) Mission: Visual and photo reconnaissance.
- (b) Act: For extraordinary achievement while participating in aerial flight as pilot of a F-6C type aircraft. On 8 Oct 144, Capt Lutz made a visual and photo reconnaissance of the Kembs dam across the Rhine River near Basel, Switzerland. Realizing the tremendous value of the photographs would have, and with complete disregard for his own safety, Capt Lutz flew below the low clouds and through intense anti-aircraft fire making a visual check. Unable to see any damage, he returned to the area, and made a photo run over the dam, securing valuable information for both the Ground and Air Forces. Capt Lutz's selfless devotion to duty reflect great credit upon himself and the Armed Forces of the United States.
  - (c) Award: DFC.

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Historical Records, 1 Feb 45, continued from page three.

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- (2) WILLIAM O. CANNON, 0669858, First Lieutenant.
  - (a) Mission: Photo reconnaissance.
- (b) Act: On 20 Oct 14, Lt Cannon disregarded all thoughts of personal safety, and flew below low hanging clouds encountered heavy anti-aircraft fire and enemy aircraft, but skillfully succeeded in photographing six pontoon bridges across the Rhine river between Karlsrhe, Germany and Basle, Switzerland. The photos showed two of the bridges to be intact and four unserviceable and provided information of
  - (c) Award: DR.
  - (3) JEWEL J. JAMES, 0682643, First Lieutenant.
    - (a) Mission: Visual reconnaissance.
- (b) Act: On 22 Aug 14, he located and pinpointed more than 100 enemy transports moving northeast from Nimes, while on a reconnaissance mission in that area. Suspecting that the Germans might be making a general withdrawal he remained in the area, despite heavy anti-aircraft fire, and located 25 more enemy transports moving north on secondary roads from Nimes and 10 enemy transports moving northeast from Montbazius. This information was flashed to controller and ground troops, end proved of such value, that in the ensuing week, fighter bombers destroyed thousands of enemy vehicles, personnel and other enemy equipment.
  - (c) Award: DFC.
  - (4) ROBERT A. NOLAN, 0812123, First Lieutonant.
    - (a) Mission: Visual and photo reconnaissance mission in R-oC aircraft.
- (b) Act: On 19 Aug Lu, despite heavy anti-aircraft fire and bad weather Lt Nolan located over 100 railroad cars in the two marshalling yard of Tarascon, and Arles, and continued on to locate 10 barges in the river of Tarascon. He then called fighter bombers, led them to the attack to strafe and bomb the targets. Lt Nolan also located over 200 railroad cars in the Toulon Marshalling Yards, and took photos of both the harbors of Toulon and Marseilles. Such courage and steadfast devotion to duty reflect great credit upon himself and the Armed res of the United States.
  - (c) Award: DFC.
  - (5) LYDE S. PRUETT, 0669924, First Lieutenant.
    - (a) Mission: Visual recommaissance mission in F-6C type aircraft.
- (b) Act: On 18 Aug 44, despite heavy anti-aircraft fire and bad weather Lt Pruett located over 1000 reilroad cars in the Toulon area, France. On 21 Aug 44, the Pruett again braved anti-aircraft fire to locate 80 enemy transports, notified controller and then led fighter bombers to the targets.
  - (c) Award: DFC.
  - (6) ROY D. SIMMONS, JR., 0689904, First Lieutemant.
    - (a) Mission: Visual reconnaissance mission in F-60 type aircraft.

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Historical Records, 1 Feb 45 continued from page four.

- (b) Act; On 17 Aug 14, despite intense anti-aircraft fire he located and pinpointed more than 70 enemy vehicles moving north in the Avignon area. It Simmons flashed this movement to controller, and remained in the area until fighter bombers arrived and bombed and strafed the vehicles. He then proceeded on his mission taking photos of the airdrome at Montelimar and BO-0999, the marshalling yards at Cavaillon, and the harbor at Marsailles where intense anti-aircraft fire was encountered. The information gained from these photos proved of great value to the ground and air forces in their advance after the invasion of Southern France.
  - (c) Award: 1st OLC to DFC.
  - (7) WILLIAM O. CANNON, 0669858, First Lieutenant.
    - (a) Mission: Visual reconnaissance mission in P-6C aircraft.
- (b) Act: On 9 Nov 44, Lt Cannon volunteered to make a visual check and take photos of the dam across the Rhine-Marne Canal at Q-410097, although he knew he would have to make a night landing on return to his base, and the fact that he would have to fly the whole mission below 5000' because of low hanging clouds. Because haze restricted visibility he made a visual check of the area, on the deck, with complete disregard for his personal safety. This information Lt Cannon returned was of great value to ground forces, enabling them to continue their advance.
  - (c) Award: 1st OLC to DFC.
  - (8) JOSEPH M. CLARK, 01575115, First Lieutenant.
    - (a) Engagement: Photo mission in R-6C aircraft.
- (b) Act; On 7 Oct 14, he flew through heavy anti-sircraft fire to take photos in the area of Strassburg, France.
  - (c) Award: Air Medal.
  - (9) JOSEPH M. CLARK, 01573115, First Lieutenant.
    - (a) Mission: 10 reconnaissance missions in R-60 type aircraft.
- (b) Act: Participating in aerial flight as pilot of an P-60 type aircraft, in sustained operations against the enemy completed on 1 Nov 44.6
  - (c) Award: 1st and 2nd OLC to Air Medal.
  - (10) JOHN R. LUTZ, 0438450, Captain.
    - (a) Mission: 10 reconnaissance sorties.
- (b) Act: Participating in aerial flight as a pilot of an F-6C type aircraft, in sustained operations against the enemy completed on 5 Dec 44.
  - (c) Award: 2nd and 3rd OLC to Air Medal.
  - (11) JOHN R. LUTZ, 0438450, Captain.
    - (a) Mission; Visual reconnaissance mission.
- (b) Act; Participating in aerial flight as pilot of an F-6C type aircraft, on a visual reconnaissance mission in the Mannheim area, Germany on 8 Dec 44.
  - (c) Award: 4th OLC to Air Medal.
  - (12) GEORGE M. McCLEARY, 0700209, 1st Lt.

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Historical Records continued from page five.

- (a) Mission: 10 reconnaissance sorties.
- (b) Act: Participating in aerial flight as pilot of an R-6C type aircraft in sustained operations against the enemy, completed on 11 Nov  $44 \cdot$ 
  - (c) Award: Air Medal and 1st OLC thereto.
  - (13) GEORGE M. McCLEARY, 0700209, 1st Lt.
    - (a) Mission: Visual reconnaissance.
- (b) Act: While participating in aerial flight as pilot of an P-6C type aircraft on 4 Dec 44 Lt McCleary flew throughout intense anti-aircraft fire on visual reconnaissance mission in the Breisach area, Germany.
  - (c) Award: 2nd OLC to AM.
  - (14) WILLIAM C. LITTLEWOOD, 0697286, 1st Lt.
    - (a) Mission: 5 reconnaissance sorties.
- (b) Act: Partcipated in aerial flight as pilot of an F-6C type sircraft in sustained operations against the enemy, completed on 11 Nov 14.
  - (c) Award: 2nd OLC to AM.
  - (15) WILLIAM C. LITTLEWOOD, 0697286, 1st Lt.
    - (a) Mission: Visual reconnaissance mission.
- (b) Act: Participated in visual reconnaissance mission as pilot of an P-60 type aircraft in sustained operations against the enemy in the Karlsruhe area, Germany on the 19 Nov 44.
  - (c) Award: 3rd OLC to AM.
  - (16) WILLIAM C. LITTLEWOOD, 0697286, 1st Lt.
    - (a) Mission: Aerial Combat.
- (b) Act: On 4 Dec 44 Lt Littlewood destroyed one ME-109 in aerial combat near Germersheim, Germany.
  - (c) Award: 4th OLC to AM.
  - (17) GARLAND W. HENDRICKS, 0702799, 1st Lt.
    - (a) Mission: Visual reconnaissance mission.
- (b) Act: On 7 Oct 14 near Colmar, France, Lt Hendricks located 40 plus enemy transports and other enemy movements, he then notified controller, who sent fighter bombers to the area resulting in the destruction of the convoy.
  - (c) Award: Air Medal.
  - (18) GARLAND W. HENDRICKS 5702799, 1st Lt.
    - (a) Mission: 10 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of F-6C type aircraft in sustained operations against the enemy, completed on 2 Dec  $\mu$ .
  - (c) Award: 1st and 2nd OLC to Air Medal.

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Fistorical Records, 1 Feb 45, continued from page six.

- (19) CARLAND W. HENDRICKS, 0702799, 1st Lt.
  - (a) Mission: Visual and Photo Reconnaissance.
- (b) Act: On 17 Dec 44, Lt Hendricks flew through intense and heavy antiaircraft fire to make a visual check in the Mannheim area, Germany, locating much enemy activity and taking photos to prove his statements.
  - (c) Award: 3rd OLC to the AM.
  - (20) IRVING S. SCHUTT, 0692205, 2nd Lt.
    - (a) Mission: 5 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy, completed on 27 Nov 14.
  - (c) Award: Air Medal.
  - (21) ROY D. SIMMONS, JR., 0689904, Captain.
    - (a) Mission: Visual and Photo reconnaissance.
- (b) Act: On the 11 Sep 44, Capt Simmons flew through heavy ground fog to find numerous enemy transports in the Colmar and Mulhausen areas, France. He then took photos of the Frieburg Airdrome and marshalling yards.
  - (c) Award: 1st OLC to AM.
  - (22) ROY D. SIMMONS, JR., 0689904, Captain.
    - (a) Mission: Visual reconnaissance mission.
- (b) Act: Visual recommaissance mission in the Freiburg area, Germany as pilot of an F-6C type aircraft.
  - (c) Award: 2nd OLC to AM.
  - (23) ROYD. SIMMONS, JR., 0689904, Captain.
    - (a) Mission: 5 recon missions.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy, completed on 18 Nov 14. (24) ROY D. SIMMONS, JR., 0689904, Captain.
  - - (a) Mission: Visual recon mission.
- (b) Act: On 2 Dec 14, Capt Simmons participated in a visual recon mission in the Karlsruhe area, Germany, as pilot of a F-6C type aircraft.
  - (c) Award: 4th OLC to AM.
  - (25) VAN S. BROKAW, 0686722, 2nd Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of R-6C type aircraft in sustained operations against the enemy, completed 25 Nov 44.
  - (c) Award: Air Medal.
  - (26) VAN S. BROKAW, 0686722, 2nd Lt.
    - (a) Mission: Aerial Combat.
    - (b) Act: Destroyed one ME-109 in aerial combat on 1 Dec 1944,
    - (c) Award: 1st OLC to the Air Medal.

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Historical Records, 1 Feb 45, continued from page seven.

- (27) RICHARD G. HENRICKS, 0818076, 1st Lt.
  - (a) Mission: Visual recon mission.
- (b) Act: On 17 Oct 14 Lt Henricks as pilot of a F-6C type aircraft participated on a visual recon mission in the Strassburg, France area.
  - (c) Award: Air Medal.
  - (28) RICHARD G. HENRICKS, 0818076, 1st Lt.
    - (a) Mission: 10 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an F-60 type aircraft in sustained operations against the enemy completed on 19 Nov 14.
  - (c) Award: 1st and 2nd OLC to the Air Medal.
  - (29) JESSE E. WILLIAMS, JR., 0692242, 2nd Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act; Participated in aerial flight as pilot of an 配化 type aircraft in sustained operations against the enemy, completed on 2 Dec 山。
  - (30) FRANK C. WEAVER, 0821818, and Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an P=6C type aircraft in sustained operations against the enemy, completed on 5 Dec μ;.
   (c) Award: Air Medal.
  - (31) CHARLES P. WOODS, 0687274, and Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an R-6C type aircraft in sustained operations against the enemy, completed on 25 Nov 14.
  - (c) Award: Air Medal.
  - (32) VALENTINE S. RADER, 0678932, 2ndLt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an F-CC type aircraft in sustained operations against the enemy, completed on 12 Dec 44.
  - (33) FREDERICK L. HORANIC, 0820275, 2nd Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an F-oC type aircraft in sustained operations against the enemy completed 5 Dec 44.

  (c) Award: Air Medal.
  - (34) FRANK HUBACEK, 0820500, 1st Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Particpated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy, completed on 1 Nov 14.
  - (c) Award: Air Medal.

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Historical Records, 1 Feb 45, continued from page eight.

- (35) HUBACEK, FRANK, 0820500, 1st Lt.
  - (a) Mission: Photo recon mission.
- (b) Act: On the 19 Nov 14 Lt Hubacek participated in aerial flight as pilot of an F-6C type aircraft on a photo mission in the Breisach, Germany area.

  (c) Award: 1st OLC to the AM.
  - (36) VIC TOR J. GENT ZLER, Captain, 0-660258.
    - (a) Mission: Visual reconnaissance mission.
- (b) Act: On 5 Dec 44 Capt Gentzler participated in aerial flight as pilot of an F-6C type aircraft on a visual recon mission near Worms, Germany.

  (c) Award: 5th OLC to Air Medal.
  - (37) LOREN H. KORHONEN, 0-701771, 1st Lt.
    - (a) Mission: Visual recon mission.
- (b) Act: On 11 Sep 14 Lt Korhonen participated in aerial flight as pilot of an F-oC type aircraft on a visual recon missionnear Freiburg, Germany.

  (c) Award; Air Medal.
  - (38) LOREN H. KORHONEN, 0-701771, 1st Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Perticipated in aerial flight as pilot of an F-60 type aircraft in sustained operations against the enemy, completed on 18 Nov 14.
  - (c) Award: 1st OLC to the Air Medal.
  - (39) WYRICK, HOSEA M, 0704799, 2nd Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy, completed on 26 Nov  $\mu_4$ .
  - (c) Award: Air Medal.
  - (40) CHESTER C. SPURGEON, 0692221, 2nd Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an P-6C type aircraft in sustained operations against the enemy, completed on 27 Nov 141.
  - (c) Award: Air Medal.
  - (41) GEORGE F. GEDDIS, JR, 0820480, 1st Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an R-6C type aircraft in sustained operations against the enemy, completed on 14 Oct 44.
  - (c) Award: Air Medal.
  - (12) GEORGE F. GEDDIS, JR, 0820480, 1st Lt.
    - (a) Mission: Visual recon mission.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft on a recon mission in the Gerardmer, France area on 1 Nov 144.
  - (c) Award: 1st OLC to the Air Medal. SECRET Page-9

Historical Records, 1 Feb 45, continued from page nine.

- (43) GEORGE F. GEDDIS, JR., 0820480, 1st Lt.
  - (a) Mission: Visual recon mission
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft on a recon mission in the Colmar, France area, on 19 Nov 44.
  - (c) Award: 2nd OLC to the Air Medal.
  - (44) GEORGE F. GEDDIS, JR, 0820480, 1st Lt.
    - (a) Mission: 10 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy, completed 8 Dec  $\mu_{i}$ .
  - (c) Award: 3rd and 4th OLC to the Air Medal.
  - (45) GEORGE F. GEDDIS, JR, 0-820480, 1st Lt.
    - (a) Mission: Photo recon mission.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft on a recon mission in the Wissembourg, France area on 12 Dec 44.
  - (c) Award: 5th OLC to the Air Medal.
  - (46) OLIVER W. REESE, 0702840, 1st Lt.
    - (a) Mission: Visual and Photo recon mission.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft on a visual and photo recon mission in the Freiburg and Breisach, Germany area, on 21 Sep 4. (c) Award: Air Medal.
  - (47) OLIVER W. REESE, 0-702840, 1st Lt.
    - (a) Mission; Photo recon mission.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft while on a photo recon mission in the Colmar, France area on 7 Oct 44.
  - (c) Award: 1st OLC to the Air Medal.
  - (48) OLIVER W. REESE, 0702840, 1st Lt.
    - (a) Mission: 10 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft on a reconnaissance sorties against the enemy, completed 17 Nov 44.
  - (c) Award: 2nd and 3rd OLC to the Air Medal.
  - (49) OLIVER W. REESE, 0702840, 1st Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an 平60 type aircraft in sustained operations against the enemy, completed 2 Dec 山.
  - (c) Award: 4th OLC to the Air Medal.
  - (50) WALTER J. VETTER, 0689921, 1st Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy, completed on 4 Dec 44.
  - (c) Award: Air Medal.
  - (51) CHARLES H. HARTL, T-62125, E/O. S E C R E Page-10

#### SECRET

Historical Records, 1 Feb 45, continued from page ten.

- (a) Mission: 10 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy, completed 1 Nov  $\mu_{+}$ .
  - (c) Award: 1st and 2nd OLC to the Air Medal.
  - (52) WILLIAM H. HUMBLE, 0710702, 1st Lt.
    - (a) Mission: 10 recon sorties.
- (b) Act; Participated in aerial flight as pilot of an R-6C type aircraft in sustained operations against the enemy, completed on 5 Dec 44.
  - (c) Award: Air Medal and 1st OLC thereto.
  - (53) CARL A. SODERMARK, 0816947, 1st Lt.
    - (a) Mission: Visual recon mission.
- (b) Act: Participated in aerial flight as pilot of an F-oC type aircraft on a visual recon mission in the Dijon, France area, 5 Sep 44.
  - (c) Award: Air Medal.
  - (54) CARL A. SODERMARK, 0816947, 1st Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy, completed 29 Oct  $\mu\mu_0$ 
  - (c) Award: 1st OLC to the Air Medal.
  - (55) CARL A. SODERMARK, 0816947, 1st Lt.
    - (a) Mission: Visual recon mission.
- (b) Act; Participated in aerial flight as pilot of an R-6C type aircraft on a visual recon mission over the Rhine-Marne Canal at Q-410097, on 9 Nov 44.
  - (c) Award: 2nd OLC to the Air Medal.
  - (56) CARL A. SODERMARK, 0816947, 1st Lt.
    - (a) Mission: Visual recon mission.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft on a visual recon mission in the Colmar, France area on 19 Nov 44.
  - (c) Award: 3rd OLC to the Air Medal.
  - (57) CARL A. SODERMARK, 0816947, 1st Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as an pilot of a R-6C type aircraft in sustained operations against the enemy, completed on 25 Nov 44.6
  - (c) Award: 4th OLC to the Air Medal.
  - (58) CECIL R. WRIGHT, 0704796, 2nd Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an R-6C type aircraft in sustained operations against the enemy, 26 Nov 山.
  - (c) Award: Air Medal.

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Historical Records, 1st Feb 45, continued from page eleven.

- (59) ROKERICK K. WYLIE, 0704798, 2nd Lt.
  - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flights as pilot of an P-6C type aircraft in sustained operations against the enemy, completed on 27 Nov 44. (c) Award: Air Medal.
  - (60) JOSEPH H. SCHILDER, 0663781, 1st Lt.
    - (a) Mission: 15 recon sorties.
- (b) Act: Participated in aerial flights as pilot of an F-60 type aircraft in sustained operations against the enemy, completed on 5 Dec in.
  - (c) Award: Air Medal and 1st and 2nd OLC thereto.
  - (61) ALBERT D. HUFFORD, 0824633, 1st Lt.
    - (a) Mission: Visual recon mission.
- (b) Act: Participated in aerial flight as pilot of an R-6C type sircraft on a visual recon mission over Karlsruhe, Germany on 18 Nov 44.
  - (c) Award: Air Medal.
  - (62) ALBERT D. HUFFCRD, 0824633, 1st Lt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flights as pilot of an R-60 type aircraft in sustatined operations against the enemy, completed on 8 Nov 44. (c) Award: 1st OLC to the Air Medal.
  - (63) WILLIAM O. CANNON, 0669858, Capt.
    - (a) Mission: Visual recon mission.
- (b) Act: Participated in aerial flight as pilot of an F-60 type aircraft on a visual recon mission in the Strasbourg, France area, on 29 Oct 44.
  - (c) Award: 3rd OLC to the AM.
  - (64) WILLIAM O. CANNON, 0669858, Capt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an P-6C type eircraft in sustained operations against the enemy, completed on 20 Oct 144.
  - (c) Award: 4th OLC to the AM.
  - (65) WILLIAM O. CANNON, 0669858, Capt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an R-6C type aircraft in sustaine d operations against the enemy, completed on 27 Nov 44.
  - (c) Award: 5th OLC to the AM.
  - (66) WILLIAM O. CANNON, 0669858, Capt.
    - (a) Mission: Visual recon mission.
- (b) Acts Participated in aerial flight as pilot of an F-6C type siroraft on a visual recon mission in the Freiturg and Breisauch, Germany areas, on 2 Dec 44. (o) Award: 6th OLC to the AM.
  - (67) HUBERT L. NICHOLSON, 0682673, Capt.

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Historical Records, 1 Reb 45, continued from page twelve.

- (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an N-60 type aircraft in sustained operations against the ememy, completed on 5 Dec 14.
  - (c) Award: 2nd OLC to the Air Medal.
  - (68) JEWEL J. JAMES, 0-682643, Capt.
    - (a) Mission: Visual recon mission.
- (b) Participated in aerial flight as pilot of an F-60 type aircraft on a visual recon mission in the Freiburg, Germany area on 12 Sep  $\mu_{\rm He}$ 
  - (c) Award: 2nd OLC to the AM.
  - (69) JEWEL J. JAMES, 0-682643, Capt.
    - (a) Mission: Arty/R mission.
- (b) Rot: Participated in aerial flights as pilot of an R-6C type aircraft on an artillery adjustment mission at V-466651 on 19 Nov 44, resulting in the destruction of 2 enemy guns and the damaging of two others, besides buildings and supplies in the area.
  - (c) Award: 3rd OLC to the Air Medal.
  - (70) JEWEL J. JAMES, 0-682643, Capt.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flights as pilot of an P-50 tyep aircraft in sustained operations against the enemy, completed on 2 Dec 144.
  - (c) Award: 4th OLC to the Air Medal.
  - (71) CHARLES H. HARTL, T-62125, F/O.
    - (a) Mission: 5 recon sorties.
- (b) Act: Participated in aerial flight as pilot of an P-6C type aircraft in sustained operations against the enemy, completed on 2 Dec 44.
  - (c) Award: 3rd OLC to the AM.
  - (72) HOSEA M. WYRICK, 0704799, 2nd Lt.
    - (a) Mission: Tac recon mission.
    - (b) Act: Wounded in action on 27 Dec 44.
    - (c) Award: Purple Heart.
  - (73) ALBERT D. HUFFORD, 0824633, 1st Lt.
    - (a) Mission: Tac Recon mission.
- (b) Act: While on tac recon mission Lt Hufford was injured in action on 25 Nov 44.
  - (c) Award: Purple Heart.

2. Inclosed is War Diary for the 111th Tac Ron Sq for the period 1 Jan to 31 Jan 45 Incl.

For the Squadron Commander:

JAMES A. ARTIS, JR., Captain, Air Corps, Adjutant.

1 Incl:

1-War Diary

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Sheet No. 1.

WAR DIARY

Prepared by, James A. ARTIS, JR.,
Captain, Air Corps,
Adjutant.

- 1 The New Year started off, with 7 missions for 14 sorties. Engineering Section is having trouble with the planes. Coolant leaks, rough engines were the principal offenders. Sq starts off the month with the set-up the same as preceeding month. Everyone living in buildings, and just about as comfortable as it can be over here.
- 2 Today was a good day for the pilots, ringing up 24 sorties of 12 missions. Lts Reese and Hartl were jumped by some ME 109's, with Lt Reese getting a probable, but was hit himself and had to crash land at Luneville. Lt Wyrick, who was injured by flak last month, returned to the organization tonite. Welcome homes
- No flying due to the snow today. The field is getting in pretty bad shape from the snow, and the Engineering Section is busy sweating out the day they have to go out and sweep it off. All sections cleaned up the sections and came home early.
- 4 Onemission of two sorties completed. Another mission took off, but had to come back in a hurry, since it closed in fast. Snow again. by the time it stops snowing, the field will be buried. Medical section held a refresher course on first-aid today-they were busy looking for a body to practice on, but a hasty examination showed them that all sacks were empty.
- 5 Twelve missions for twenty-four sorties. The day was marred by an accident, when Flight Officer Veillette crashed at the North end of the runway, and was seriously burned. His left leg was amputated shortly after he went to the hospital. Capt Williem O. "Uncle Joe" Cannon, left the Squadron to go to the place all good little pilots go-the USA. Capt Lutz, flew him to the UK in our B-25.
- Only one mission of two sorties, but one mission was plenty. Lt Clark and Lt Hendricks, volunteered for a rough one over the Rhine river. They made it, and covered it very well, and had supper with General Saville, to talk the mission over with him. They were forced to land at Luneville, due to the heze at this base. They flew up and down the Rhine, looking for any bridges the krauts may have put across it, and didn't find any. Engineering alert crew, declares an all-out war on the two milk-maids of Saint Nicholas. It seems these two gals are delivering milk every morning to the city folks, and can't resist knocking hell out of our alert crew on their way to the line, every morning. Diplomatic relations had been severed weeks ago, due to "No Compree"! The leader of the Alert Crew in a statement today, declared "As long as there is enough snow, for one snow ball, this war will be relemtlessly pursued." I guess they don't like to wash so early in the morning.
- 7 Two local flights were all that took off today. The local snow-ball war, spread to Manoncourt today, with the Communications section being the victim of a "blitz" from local chicks. These French women sure have an odd sense of humor, according to our Marconi boys. Several direct hits were sustained by our forces, and local women fled from the scene of battle, when our men dismounted to give battle.
- 8 Five missions for ten sorties completed. Snow still falling, but slightly. Medics made a run into town, late in the evening with baggage for the pilot who was injured the other day, and stalled out in a snow drift. He was towed back early in the morning. Photography section, having trouble during the extreme cold, with everything in the laboratory frozen solid. Missions are printed by the 34th.

Wonth of Jaunuary 1945

Sheet No. 2.

111th Tactical Reconnaissance Squadron, Azelot, France.

#### WAR DIARY

- One mission of two sorties was all we accomplished today. Sick call was very small, and according to Sgt Lisby this can traced to the fact that there was no fire in the Medical Section, due to lack of coal and wood. S/Sgt Petrecca returned from furlough, late as usual, but in good health. Sgt "Hollywood" Hallett, gave up the ghost and went to the hospital with brorenitis. Photo section still frozen over, and as a result the section head T/Sgt Hall, said that it gave S/Sgt Candy a chance to take his monthly bath, and wash his laundry.
- 10 One mission and two sorties again. S/Sgt Candy reverted to the original Texans today, running around in a blanket, as his laundry didn't dry out from yesterday. Photo section tapped on to the local French electricity, and they are now able to read in the Photo trailer. Snow is starting to pile up in drifts on the field, and if it keeps up, M/Sgt Stepchinski, our Engineering Section Head, will put his new invention for clearing up the snow into production. (Its still on the secret list). M/Sgt Watson played host to the Armament Section today, in their tent, at a luncheon. Many comments were heard, concerning the excellent meal, and his skill as a cook. (Nothing
- 11 No Operations. S/Sgt Chancy placed on Quarters today, he gets sick in the morning end well in the evening, according to the Medics. Sgt Gandy is still having trouble with his laundry, and shivered so much, that the tent came down on the line.
- 12 No operations. (this is getting to be a bad habit) Cpl Brown, and Lt "Spy-Catcher" Simmons, teamed up today, on a Major. It seems the Major was from the 64th Fighter Wing, and he was looking over one of our ships. He was looking a little too close to suit Brown and Lt Simmons, and they turned him over to Group Headquarters, for investigation. Can't say this outfit isn't on the alert. Medical section reports everything up to scratch-number of scabie patients reduced to three.
- 13 The morning dawned bright and clear, and five missions of ten sorties were accomplished. The afternoon reverted to type, and flying was called off. Officers hold their weekly party this evening, and a good time was enjoyed by all. Armament section were busy discussing the new computing gun sight, with Sgt Keller giving all the advice and receiving all the discussion. It kept the tent warmed up anyhow.
- Ill A fine day today, with ll missions for twenty-two sorties racked up. Capt Lutz returned from a short stay in England, none the worse for wear. Photo section borrowed a cooking unit from the Mess Section to thaw out the pipes in the trailer. It worked, and they are back to normal again. Engineering section having trouble with props, two more planes being placed on "Grounded" status because of them.
- 15 Five missions of ten sorties, accomplished today. Total sorties for the Squadron now totals 5708, since entering combat. New oil burner units to be used with the GI tent stove have been received, and promise to eliminate a lot of work, if there is enough oil around for them. Armament section worked by flashlight to clean the guns on the airplane that came in off the last mission.
- 16 A fine day today, and we chalked up twelve missions for twenty-four sorties. Our Engineering Officer, Lt Roy D Simmons, got araise in pay today, with his promotion to Captain. Very uninteresting day.

Month of January, 1945.

Sheet No. 3.

111th Tactical Reconnaissance Squadron, Azelot, France.

WAR DIARY

- 17 Weather again grounds the Squadron for the entire day. Photo Section having trouble with new P-51D. It seems the camera that came with the ship was loaded with Ice, and they are busy in the rain changing cameras. Rough engines still bothering the Engineering Section.
- 18 Weather is the only one logging anytime these days, and the squadron is grounded again. Light snow is added to that already on the ground. S/Sgt Gandy and S/Sgt Red Ingman left today to help the French Tac/R squadron, which used to work with us. They are getting new planes, and our two men are to help on the radio and photo work on the new ships. Report from the Communications section says Ingman was chosen because of his knowledge of the French Underworld (cops-ground), and his wide experience with French Operational Methods.
- Today we got a little break from the weatherman, and flew three missions for six sorties. The morning saw a heavy snow falling, and the afternoon was a surprize with the three sorties. Enlisted Men's dance held in the Engineer's Day Room, and was a huge success. Plans formulated for another one within three weeks. The orchestra was a French one, and was excellent, combining the latest hit tunes with smooth arrangements that hit the spot. Snow continued off and on all night.
- 20 Very heavy snow all day, and all planes grounded again. It snows here, like it rained in Italy and Africa. Photo section kept busy throughout the heavy snow, installing a new camera in our new plane. Wiring in the camera was found to be giving trouble, and the section thinks it has the problem licked now. Engineer outfit on the field starts building huts for our line section, which will be a welcome addition. Armament and Engineering Section staged a snowball battle on the line, during the storm, and Engineering emerged victorious.
- 21 Fine California weather continues, and no flying completed. Snow is now reaching appreciable depths, with drifts piling up close to the planes and taxi ways. Looks like a real old fashioned Yankee winter. Squadron Library taking quite a beating during the pastfew days, with all members of the Squadron catching up on their oulture.
- 22 Squadron still grounded. Presentation ceremonies is held in the afternoon at Group Headquarters. M/Sgt Stepchinski and 1st Lt Elston, received the Legion of Merit. Capt Roy Simmons, and Capt Jack Lutz received DFC's, and 23 Air Medals were awarded to our pilots. Brigadier General Barcus of 64th Fighter Wing made the presentations.
- Two missions at last, for four sorties. Communications section, set up new phone lines with new type cable, and formulate plans to take over AT&T when they return to the States. They claim that AT&T has nothing on them. Snow flurries in the afternoon cancelled any more flying.
- 24 Eight privates promoted today, to Pfc, under new ruling which permits promotions despite T/O vacancies. All men had been with us seven months and were well deserving of a promotion. Six new pilots joined us, but four were transferred to the 162nd. Five missions for 10 sorties, filled out the days flying activities. Lt Wyrick our hard luck man, had to belly land near the field, and walk home.

Month of January 1945.

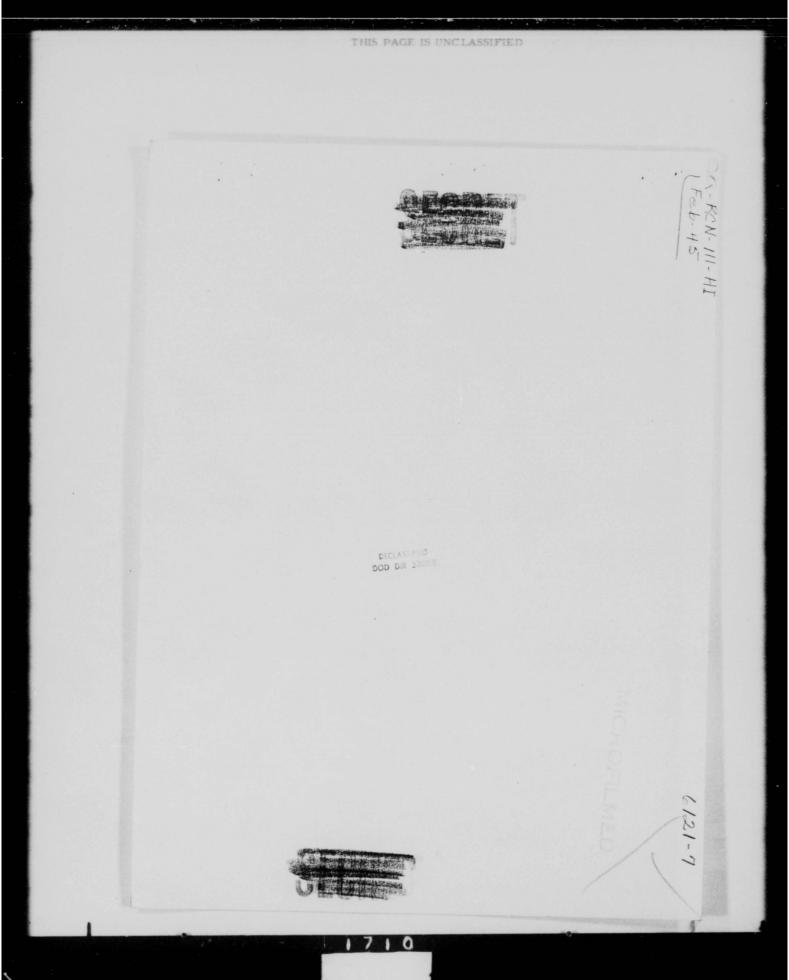
Sheet No. 4.

111th Tactical Reconnaissance Squadron, Acelet, France.

WAR DIARY

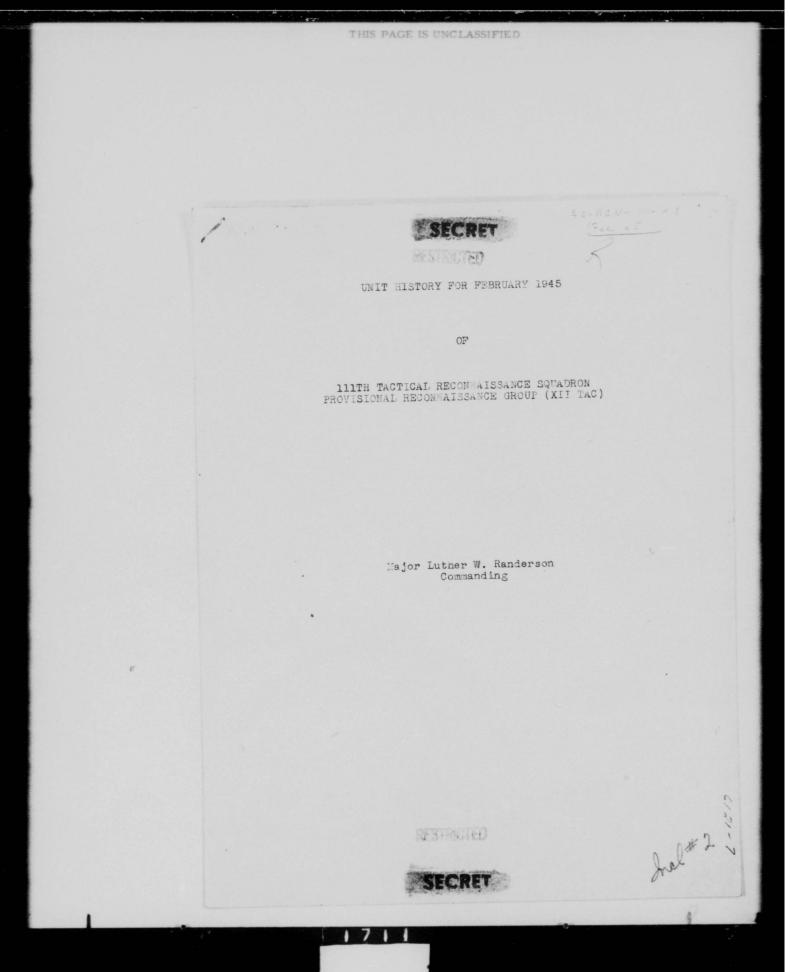
- 25 Snow still hampers operations and no flying time of any type completed. Four more pilots joined, and two were transferred to the 162nd. F/O Hartl and Lt Sodermark, drew the luck for today, with their trip to the Rest Camp, in UK. Snowball fights continue unabated, with several of the Southerners who never saw this type of snow leading the pack.
- One mission for two sorties took off but didn't accomplish anything, as weather forced them back to their base. Names of 42 men of the squadron, are posted on Bulletin Board, to take physical examination. Rumors are going hot and heavy, with Infantry and CBI, running one, two in order of preference. Snow continues in flurries. Lts Brokaw and Vetter returned from the UK today, after almost a month of rest camp. That was some holiday. They are in pretty fair shape, but broke--Piccadilly, no doubt.
- 27 No planes off today, which is getting monotonous. Medical Section kept very busy all day, with examinations of our own men, and men from "Blue Train". Rumors still flying hot and heavy. Two of our planes bounced around a couple of snow banks today and were damaged slightly.
- 28 No planes off, for the second day in a row. Capt Norwood, on DS to Group Headquarters left for a one week stay in Paris, where he will attend school, for Information and Education Officers--lucky dog. Snow continues to fall lightly, but its falling and piling up.
- 29 A break in the weather at last, and we go all out, with 9 missions for 18 sorties.

  Everybody busy and happy. Lt Geddis who joined us back in Italy, was Missing in Action in Germany, when his plane hit an obstruction, or flak knocked him down, plane hit the ground and exploded. He was one swell fellow, an excellent pilot, and we sure hate to lose him this way. Weather clear, and bitterly cold. Our C-h/B arrived today, and pilots who brought it here, are taking our B-25C away with them. We are sorry to see the workhorse go. New plane has all the latest improvements and all pilots are scrambling for an opportunity to check out in it. Line men in all sections are having a lot of trouble, scrambling through the deep snow, to get to work on their planes.
- 30 Four missions of eight sorties, as the weather turned unseasonably warm, and everything started to melt. Ice and snow are fast disappearing. Plans formulated for Enlisted Mens Bridge Tourney, to start on 5th February. Bridge has become about the most popular game in the squadron. B-250 unable to take off today, due to trouble, so we haven't lost it yet.
- 31 Two local flights were all that took off today. 97 missions for 194 sorties were all that we accomplished this month, which doesn't stand up to records of past months. Men paid off today, so the weather wasn't unwelcome for once. Snow continues to melt quiet rapidly, during this thaw. Four of our Lieutenants were promoted today, Vetter, Rader, Woods, and Williams, all received their silver bar.



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## SECRET

FIRST TACTICAL AIR FORCE (PROVISIONAL)

XII TACTICAL AIR COMMAND

PROVISIONAL RECONNAISSANCE GROUP (XII TAC)

111TH TACTICAL RECONNAISSANCE SQUADRON

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Inducted into Federal Service as 111th Observation Squadron: 25 Nov 40

Redesignated as 111th Tactical Reconnaissance Squadron : 8 Dec 43 Entered foreign service : 27 Sep 42 England : 3 Oct 42 North Africa : 8 Nov 42 Tunisia : 20 Jun 43 Sicily : 14 Jul 43 Italy : 16 Sep 43 Corsica : 20 Jul 44 Southern France : 15 Aug 44

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OUTLINE HISTORY, 111TH TACTICAL RECONNAISSANCE SQUADRON, FEBRUARY 1945.

- a. Present designation: 111th Tactical Recommaissance Squadron, Provisional Recommaissance Group (XII TAC), XII Tactical Air Command.
  - b. Changes in organization: None.
    - (1) Changes in designation, assignment or attachment: None.
    - (2) Changes in command: None.
    - (3) Changes in Table of Organization: None.
  - c. Strength as of 28 February 1945: 54 Officers and 193 Enlisted Men.
  - d. Present Station: Azelot Air Field, A-95, France since 29 October 1944.
  - e. Movements: None.
  - f. Campaigns:
    - (1) Name: German.
    - (2) Dates: 15 September 344 to .
  - g. Operations:
    - (1) Nature of operations: Visual and Photo missions.
    - (2) Number of missions and sorties: 192 missions and 384 sorties.
    - (3) Outstanding missions:
      - (a) Mission of 6 Feb 45 against Karlsruhe, Seltz, Landau, Haguenau.
        - 1. Nature and importance of target: Recce of enemy rail movements and marshaling yards.
        - 2. Visual observations:

Observed 1 train with a loco on each end, steam up, 50 flat cars loaded with about 100 MTs in M/Y at Seltz. 10 MTs stat fog N at R-3344, called F/Bs who hit MTs. 100 boxcars in M/Y at Landau. 2 locos with SU in M/Y at Neustadt. 1 large MT mvg SW in M/Y at R-4688. 1 train with 25 boxcars mvg out of M/Y at R-4688. 250 boxcars on NE track from R-4688 to Speyer. Bridge at Speyer intact. 50 boxcars with red crosses in M/Y at Speyer. Bridges at Germersheim and Karlsruhe intact. 2 barges stat in canal at R-4446. 2 large MTs stat fcg at R-0632. 50 boxcars on siding at R-2468. Led another flight of F/Bs to the train at R-2836, observed train burning. 10 MTs mvg N at R-2838. F/Bs called.

(b) Mission of 22 Feb 45 against Strasbourg, Stuttgart, S-2946, Goppingen, Rentligen.

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- 1. Nature and importance of target: To recce and Photo enemy rail and marshaling yards.
- 2. Visual observations:

Observed 4 rail cuts between S-2514 to S-3445. 3 locos SU at S-3224, 150 boxcars.

Photos: Possible rail cut at S-265143, or a close miss.

Mission flying at W 6 miles S of Boblingen at 5500'. spotted 20 ME-109's flying at 6500' E about 2 mi N of mission. Mission gained altitude and got on their stern. Weaver attacked last element, fired at one plane and saw smoke come from plane and pilot bailed out. Leader also fired at one plane in last element. Left wing of plane burst into flame and went into an inverted dive and did not pull out. One plane pulled away from formation and headed NW. Mission chased him, caught him. Both leader and weaver fired. Leader saw strikes on fuselege and saw muchs smoke and leader broke to right. Weaver kept firing at him, saw pilot bail out. Mission started for home. Sighted 20 plus ME 109's heading E just S of Pforzheim at 5000'. Mission climbed to 6000' and got on stern of last element. Leader attacked one ME-109 and saw strikes on plane and weaver saw pilot bail out. Weaver attacked two ships which split S'ed and then followed them to the deck. Fired at one and saw canopy come off and plane crashed. Does not think pilot bailed out. Weaver then attacked the other plane and saw strikes on it and them it began to smoke. Weaver ran out of ammo and ME-109 leveled off and headed E. Leader got into Luftberry with 12 ME 109s at 5000', broke out, cut inside of one ME-109 at 1500' and fired long burst and saw enemy plane crash into the trees. Leader then ran out of armo and mission returned to the base.

- (c) Mission of 2 Feb 1945 against Kehl, Freudstadt, Boblingen.
  - Nature and importance of target: Recce of enemy rail Movements and marshaling yards.
  - 2. Visual observations:

Observed 25 flatcars with MTs on them at Landau, called to controller. 2 sections of RR cars at R-3972. About 10-15 were flatcars with MTs and the rest were boxcars, no loco, called to controller. 1 train 8 boxcars SW in Karlsruhe M/Y. 4 locos SU in yards. NMS Karlsruhe to Pforzheim. E/A: Mission was flying E at Pforzheim at 16:45 hrs spotted 20 ME 109s flying S at 10000' at Pforzheim. Called to controller, made 270° turn, climbing. Forced to make defensive climb up to 23,000'. Leader got on tail of a 4 ME 109 formation and fired at outside man on right. Saw strikes and flames come from left wing. Weaver saw pilot bail out. The other 3 ME 109s broke away. Leader made deflection shot at one of them, the ME 109 pulled up, stalled and pilot bailed out and plane went into spin. Weaver made a pass at one ME 109 going away from him. Fired at him, he pulled up canopy flew off to left, pilot bailed out and plane went into a wing overl Leader started after his weaver. ME 109 flew in between weaver and leader. Leader fired at ME saw smoke and fire coming from plane, and plane went into vertical dive. Weaver saw pilot bail out. Weaver them spotted 4 ME 109s about 6000 yds at 90° to him. Weaver fired 50° shot at one ME saw strikes on the plane, but pilot of ar ME 109 nearby, in the flight, bailed out and plane went straight down. Weaver made a 90° left, saw an ME 109 diving.

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weaver followed, ME pulled up and weaver followed again, fired et him and saw strikes. ME then went into sudden dive and weaver lost him. Weaver saw another and followed him and went into tight turn. ME dumped full flaps, weaver fired at him and saw strikes on right wing and radiator under fuselage. Weaver overshot and lost sight of him. Saw another plane about 600 yds ahead. Began firing at him, saw strikes in fuselage and ME began to give out white and blae smoke. In meantime, leader's elevator was partly shot off. Tried to get back at weaver, an ME 109 flew in front of him and leader fired at him, observing strikes on fuselage, closed to 30 yds firing short bursts, overran him and broke to right. Started to return to base, saw 2 ME 109s heading him off and leader dumped flaps, swung in on second man and fired observing strikes on canopy, wings and fuselage; and fired until 20 yeas from ME 109. Could'nt follow him so dove for deck and returned to base. Weaver in the meantime was trying to find his leader, made 90° turn and saw an ME 109 above him going into a wingover to attack him. Weaver broke to right, dumped flaps and ME broke out from wingover and turned away from weaver. Weaver got inside of ME 109 and began firing. ME dumped flaps end when weaver kept firing, pilot bailed out and was almost hit by weaver as he went past. Plane went over on its back and went straight down. An ME 109 got on his tail, weaver made two turns spirals and headed for Karlsruhe, and got light flak from the town. Them flew to base. The leader after having hit the outside man of the 4 ME 109 formation saw 3 white stripes and 2 black stripes each about 6 inches wide near empanage. Most of specimens were white. Some ME 109s had fixed tail wheels, some did not.

- h. Leaders of outstanding missions: (a) Lt. Korhonen. (b) Lt. Rader. (c) Lt. Hendricks.
- i. Losses in action;
  - (1) Killed: None.
  - (2) Wounded: None.
  - (3) Missing: 2nd Lt Robert K. Smith, 0-824758, MIA R-420515 Germany, 22 Feb 1945.
     2nd Lt Chester C. Spurgeon, 0-692221, MIA W-2075
     Offenburg area, Germany, 11 Feb 1945.
- j. Awards received by former and present members:
  - (1) GARLAND W. HENDRICKS, 0-702799, 1st Lt.
    - (a) Mission: Visual reconnaissance.
- (b) Act: For gallantry in action while participating in aerial flight as pilot of an F-oc type aircraft. On 6 January 1945, Lt. Hendricks volunteered to fly a special mission to check any crossings the enemy might be making of the Rhine River between Strassburg, France and Karlsruhe, Germany.

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Lt. Hendricks took off in the overcast of dense ground fog and icing level on the ground. He flew above the overcast to the Rhine River only to find that the atea was also covered by ground fog and low cloud cover. Knowing the great importance the information gained would have to the ground forces, he completely disregarded his personal safety to let down below the overcast, and make a reconnaissance of the river and immediate area at tree top level. On this mission the necessary information of enemy intentions in the Rhine vicinity of the bridgehead and adjacent area was secured.

- (c) Award: Silver Star.
- (2) GARLAND W. HENDRICKS, 0-702799, 1st Lt.
  - (a) Mission: Visual and Photo Reconnaissance.
- (b) Act: For participating in aerial flight as pilot of a F-6C type aircraft, on a visual and photo recce mission in the Mannheim and Rastatt, Germany Area on 17 Dec 44.
  - (c) Award: 3rd OLC to the AM.
  - (3) VICTOR J. GENTZLER, 0-660258, Captain.
    - (a) Mission: Visual Reconnaissance, and Aerial Combat.
- (b) Act: For gallantry in action while participating in aerial flight as pilot of an F-6C type aircraft. On 12 December 1944, while making a recce of the Rhine Valley from Mannheim to Karlsruhe, he sighted more than 20 ME 109's diving to attack his formation. Realizing he would be unable to evade encounter, and although outnumbered more than 10 to 1, he turned into the formation. Attacking the lead planes, forcing them to break their formation, he observed strikes on the wings and fuselage of one of the leading planes. He successfully evaded the remaining planes, and searched for his waver. Seeing his weaver being attacked by three planes he courageously disregarded all personal safety to attempt to save his wingman. In the resulting encouter, he destroyed one ME-109 and forced the other two to discontinue their attack on his weaver, and returned safely to base.
  - (c) Award: DFC.
  - (4) GEORGE M. McCLEARY, U-700209, 1st Lt.
    - (a) Mission: Photo Reconnaissance.
- (b) Act: For extraordinary achievement while participating in aerial flight as pilot of an F-6C type aircraft. On 6 December 1944, Lt. McCleary was requested to take photos of possible V-2 rocket positions near Germersheim, Germeny. Bad weather covered the target so Lt. McCleary made a visual recce of the Rhine Valley to Mannheim. Returning to his target he found it still overcast, remaining in the immediate area, although encountering heavy anti-aircraft fire, he was finally able to take his photos through a hole in the clouds. Shortly thereafter his mission was jumped by eight ME-109's who had been scrambled to attack him. He was forced to turn into the enemy aircraft

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twice before being able to elude them and returned to his base on the deck exposing himself to intense small arms and anti-aircraft fire. His excellent photos revealed fifteen emplacements for 105mm anti-aircraft guns under construction or completed, with eight guns in emplacements, and a command post. Such selfless devotion to duty reflects great credit upon himself and the Armed Forces of the United States.

- (c) Award: DFC.
- (5) FREDERICK L. HORANIC, U-820275, 2nd Lt.
  - (a) Mission: Aerial Combat.
- (b) Act: For outstanding courage in action in the destruction of one ME 109 on December 12, 1944 near Karlsruhe, Germany.
  - (c) Award: 1st OLC to the AM.
  - (6) WILLIAM C. LITTLEWOOD, 0-697286, 1st Lt.
    - (a) Mission: Visual reconnaissance.
- (b) Act; Participated in aerial flight as pilot of an F-oc type aircraft on a visual reconnaissance mission near Kaiserlautern, Germany on Dec. 12, 1944.
  - (c) Award: 5th OLC to the AM.
  - (7) WILLIAM C. LITTLEWOOD, 0-697286, 1st Lt.
    - (a) Mission: Visual Reconneissance.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft on a visual reconnaissance mission near Mannheim, Germany on 17 Dec. 1944.
  - (c) Award: 6th OLC to the AM.
  - (8) JOSEPH M. CLARK, U-1573115, Captain.
    - (a) Mission: Visual Reconnaissance.
- (b) Act: For Meritorious achievement while participating in aerial flight as pilot of an F-60 type aircraft. Lt. Clark, on 6 January 1945, volunteered to fly as a weaver on a special mission to reconnoiter the Rhine River between Strassburg, France and Karlsruhe, Germany, despite the fact that a heavy ground fog and an icing level on the ground prevailed over the field and most of the battle area. Arriving at the Rhine River he remained at an altitude that enabled him to keep in contact with both the controller and his leader in order to be able to flash any important observations his leader called to him as he flew along the Rhine River. Upon returning to his base, he found it completely closed in and was forced to locate and land at another airfield.
  - (c) Award: DFC.

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- (9) GREGORY C. FRESE, U-82984U, 2nd Lt.
  - (a) Mission: 8 Fighter bomber and 1 Reconnaissance Sortie.
- (b) Act: Participated in aerial flight as pilot of P-47D and F-60 type aircraft in sustained operations against the enemy, completed 14 Jan 45.
  - (c) Award: Air Medal.
  - (10) ELMER A. ZSARNAY, 0-706604, 2nd Lt.
    - (a) Mission: 7 Fighter bomber and 2 Reconnaissance Sorties.
- (b) Act: Participated in aerial flight as pilot of P-47D and R-60 type aircraft in sustained operations against the enemy, completed 5 Jan 45.
  - (11) GEORGE M. McCLEARY, 0-700209, 1st Lt.
    - (a) Mission: Visual and Photo Reconnaissance.
- (b) Act: Participated in aerial flight as pilot of an F-60 type airoraft on a visual and photo mission in the Frankfurt, Germany area on 24 Dec 44.
  - (c) Award: 3rd OLC to the AM.
  - (12) OLIVER W. REESE, 0-7028LO, 1st Lt.
- (a) Mission: For extraordinary achievement while participating in aerial flight as pilot of an F-6C type aircraft. On 1 December 1944, while on a recce mission in the Karlsruhe, Germany area, he spotted a green flare being shot up and a single engine aircraft then land on the Germersheim airfield. Realizing the information gained would be of value, and with complete disregard for his personal safety as demonstrated by the fact that he saw eight ME 109's who had been scrambled to attack the mission, he made a photo run of the field. Unable to prevent contact with the enemy, it was necessary to attack the lead planes and return to the base on the deck, exposing himself to intense small arms and antiaircraft fire. His excellent photo showed the field to be in good condition, two ME-109's on the field and anti-aircraft batteries defending the air field.
  - (c) Award: DFC.
  - (13) GEORGE F. GEDDIS, JR, 0-820480, 1st Lt.
    - (a) Mission: 5 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of F-5C type aircraft in sustained operations against the enemy, completed 27 Dec 44.
  - (c) Award: 6th OLC to the AM.

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- (14) CHESTER C. SPURGEON, 0-692221, 2nd Lt.
  - (a) Mission: 10 Reconnaissance Sorties.
- (b) Act: Participated in aerial flight as pilot of F-60 type aircraft in sustained operations against the enemy, completed 14 Jan 45.
  - (c) Award: 1st OLC to the AM.

For the Squadron Commander:

ERNEST W. HAZELTON 1st Lt., Air Corps, Asst. Adjutant.

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Month of February 1945

Sheet No. 1.

WAR DIARY

111th Tactical Reconnaissance Squadron, Azelot, France.

Prepared by:

JAMES A ARTIS, JR, Captain, Air Corps,

Adjutant

- 1 Rain today grounded all but two local flights, by our Engineering Officer who was test-hopping two planes. Rain is clearing the snow very fast if it keeps up it will all be gone soon. Squadron planes receive a new letter designation from USSTAF.
- 2 A wonderful day and 11 missions for 22 sorties completed. Four new pilots get transition time. We lost our A-20 to day it went to the loznd Squadron, Armament Section is having trouble trying to harmonize the planes, due to lack of equipment.
- Three missions of six sorties completed before the weather got bad. Our new C-47 made its maiden flight in the Squadron with Major Randerson at the controls. Engineering Section moved into new hut built by the Engineers. Almost lost it, when the stove started acting up. Three ships out due to prop trouble.
- 4 One mission attempted but weather f orced it back, Snow continues to disappear at a rapid rate. Photo section working on a windshield wiper for the cameras. Mud is being whipped up by the props, over the lens, making photo runs non-productive. S/Sgt George of the Photo section developed a masterpiece to day, with the film coming out of the developer without any emulsion on it. Leather Medal was presented with approriate ceremonies.
- 5 Photo section still hard at work on windshield wiper for cameras. No flying but Engineering section still hard at work repainting ships and hauling gravel to keep their new hut out of the mud. Truck broke down and the truck that went out to tow them back broke down also.
- 6 Six missions for 12 sorties completed to day. Major manderson went to Dijon to day to pick up Lt Henricks. Photo section frozen over and all pipes busted. Beaucoup trouble getting then welded again. Armament section finally got a chance to harmonize some of their planes.
- 7 One weather recce mission completed. Lt Clark came back from Group today. Biggest event of the day was S/Sgt Hatcher return from the USA. He went home for thirty days and got 38 full days at home. Rest of the veterans spent the day asking him questions about that foreign country.
- 8 Les Boche took a thumping today as squadron completed 15 missions for 30 sorties. Colonel Walker flew a mission with us today. Our decontanination truck is being kept very busy these days cleaning mud from the plane radiators. Communications section forced to do nite work from now on. Couldn't test the radios during the day, so it must be done at nite. Enlisted Men held another dance tonite and it was a pretty fine affair. Plenty of women, good music and food.
- 9 Another good flying day, but the mud is still causing lots of trouble. Nine missions for 18 sorties completed. Planes are automatically grounded after every flight, to clean mud from the radiators. Jitterbugs of Squadron are rather stiff today, due to strenuous activities at the dance last night. Photo section received two new generators today so some of their troubles are alleviated.

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Month of February 1945

Sheet No. 2.

WAR DIARY

111th Tactical Recommaissance Squadron, Azelot, France.

Prepared by: JAMES A ARTIS, JR

Prepared by: JAMES A ARTIS, JR Captain, Air Corps, Adjutant

- 10 Weather kept the Squadron grounded today. Mud continues to hamper the Engineering section. Whole line area is a sea of mud.
- 11 Six missions for 12 sorties today but bad luck hit one of the missions, Lt Spurgeon was lost in some bad weather today. The mission attempted to turn back and he was never heard from agein. Lt Sodermark and Hartl returned from England today and Major Randerson flew to Cannes on the Riviera. Armament Section very busy with jams, developing three during the day.
- 12 Major Randersor returned from Cannes today, none the worse for wear. Heavy rain in the morning and overcast afternoon prevented operational flying. Photo section fixes up another camera to prevent mud from spoiling any more missions.
- 13 Its a beautiful day at A-95 and 14 missions for 28 sorties completed. Had a bit of of good news today Lt Clark received his Captaincy. Lt Humble and Lt Woods, went to the rest camp at Cannes today. Engineering section finally got the last Technical Inspection report. Photo section got the last two ships fixed with windshield wipers, so the mud problem should be licked for awhile.
- 14 14 more missions for 28 sorties completed. Spring seems to be here as weather is warm and sunny. All doors and windows kept wide open all day. Sgt Mason our supply Sergeant went into a flat spin and came up with a banged up eyebrow. He has come through bravely though and sticks to duty. A bad day for our airplanes, one nosed over and another cracked up on landing and was washed out. No injuries to personnel.
- 15 14 more missions for 28 sorties for the 3rd day running. Pfc Kunze invented a new type mud guard for the guns on the planes and its working swell. Field is starting to dry out, two more days of this type weather should do it. Armament section had to cancel all passes due to amount of work on hand. Photo section working till late at nite to try and get their work finished these days. Every body busy and as a result happy.
- 16 14 Missions for 28 Sorties today for the fourth day in a row. The snow is all gone now and it feels like Spring. All line section working late to keep planes operational. Engineering section all sweating out rides in the P-51 they think they can make it a pick-a-back.
- 17 Weather returned to its normal French accent and all planes grounded. Five of our Enlisted Men including the 1st Sergeant went to England on a seven day furlough to-day. Our chattering Armorer, S/Sgt Keller went to the hospital. He has what no one else would have, officially termed "Kelleritis". As result the Armament Section took on a ghost-like quietness.
- 18 No operational flying today. Two ships slow timed was the only flying. Pfc Johnson was sent to the Disciplinary Center today, the first one the Squadron has ever had. A very uneventful day.

Month of February 1945

Sheet No. 3.

WAR DIARY

111th Tactical Reconnaissance Squadron, Azelot, France.

Prepared by: AMES A ARTIS, JR, Captain, Air Corps, Adjutant

- 19 The weather cleared for part of the day and we got ten missions for twenty sorties.

  Communications section started today putting men on the Homing Station on the field.

  Trensportation section is being kept busy repainting trucks and re-lettering vehicles.
- 20 Three missions for six sorties completed before the weather closed in. Capt Norwood left the Squadron today after almost three years in it. Lt Heiser went to the hospital today. Photo section printed a couple of 162nd Squadron missions including a the rain.
- 21 A fine day to-day with 15 missions for 20 sorties, Capt Simmons flew his 109th today. Communications section finished changing crystals today. Three more Enlisted Men left for a 48 hour pass in Paris.
- A fine day today lo missions for 32 sorties. However that was only a small part of the story. About 1650 hours Lts kader and Vetter met-up with 20 plus ME 109's and added another chapter to Squadron History. Lt Rader got 3 1/2 and Lt Vetter 2 1/2, only trying to come home he wasn't looking for a fight. The Enlisted Men held another dance tonite and was a very nice affair. The bad news of the day was the loss other side.
- 23 14 missions for 28 sorties and the 111th two ship fighter sweeps do it again. Another mighty blow was dealt the Hun today and 8 ships of the Luftwaffe were sent to the salvage pile before the unerring guns of Major Randerson and Lt Hendricks, who tallied three each and Capt Gentzler and Lutz, who came up with one each. Tis rumored around by the pilots that we caught the Luftwaffes class of 45-C in their graduation exercises. We also got a probable and four damaged. A fine day. Photo section worked the busy days. Our Armament section is quite proud of their guns these past two days and who can blame them?
- 24 Well we've had a let down today and only four missions for eight sorties were chalked up. The Luftwaffe was not to be seen. Officers held their weekly brawl this evening with local Amazons in attendance. Prize for performance went to Captain Angus, ing from our generator now. Lts Humble and Woods came back from the Riviera today, somewhat the worse for wear.
- 25 Thirteen missions for twenty six sorties. Captain Simmons took one of the linemen for a ride in a P-51 to-day and the feller didn't feel so good after it. He bravely decontaminationg truck to clean out the hat, with disastrous effects on those that today, so the bar should take a beating. They were Lts Wyrick, Wylie, Brokaw and

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Month of February 1945

111th Tactical Reconnaissance Squadron, Azelot, France.

Sheet No. 4.

Prepared by: JAMES A ARTIS, JR,

Captain, Air Corps,

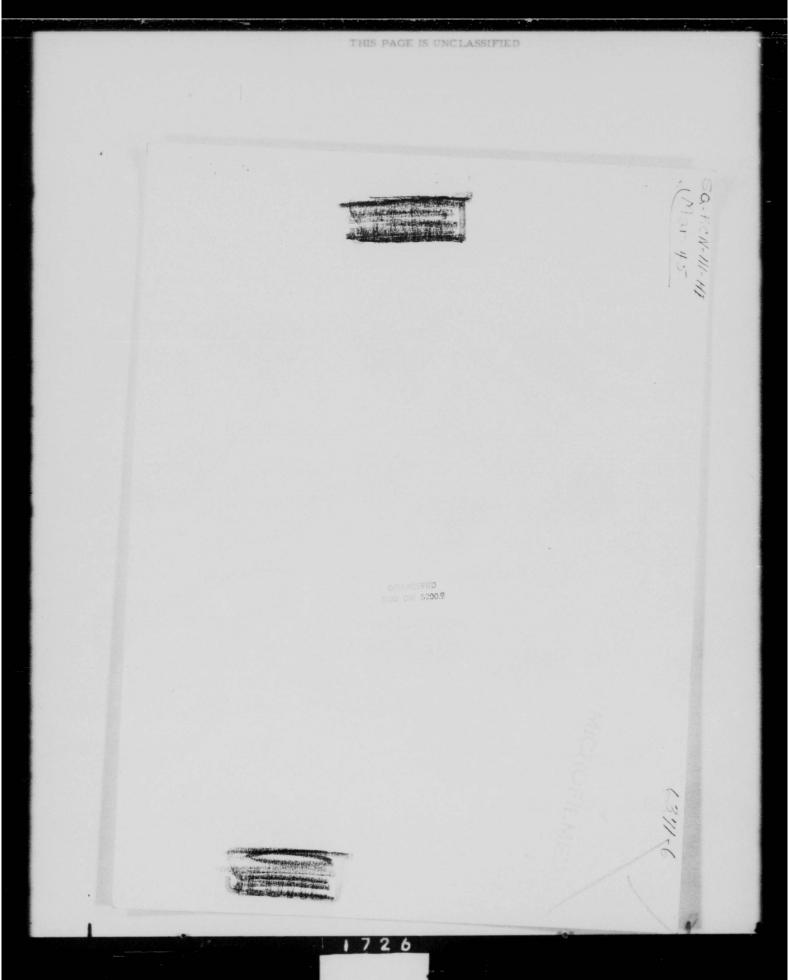
WAR DIARY

26 Four missions for eight sorties as weather hampered the One-One\*One. Dental inspection held today, with all EM and Officers being examined. Everybody attended, except those with store bought teeth but they sent them up by courier (another find example of our Espirit - De - Corps). Gad what a short day this has been!

Adjutant

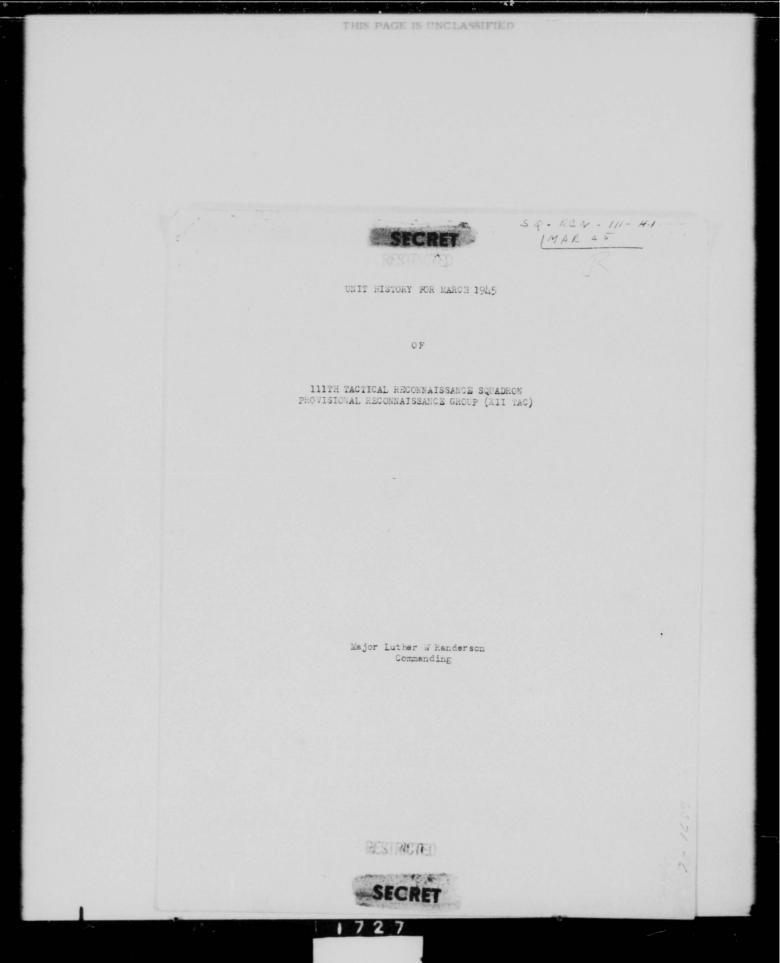
- No flying today due to bad weather. Armorers started a new policy of cleaning one plane a day, weather permitting. The transformer in the Cantonment Area blew up on the 22 Pebruary, causing a large fire and gutting a building used by the Service Squadron. The squadron was without lights and three generators were brought up from the line to furnish the necessary lights. Operations has a VHF radio so that the off duty crews can listen in on the conversation of the pilots over the front lines. Blankets are being tak n from the men and the final quota is two blankets per man. Pive new reinforcement pilots who came in on the 20th went through Medics today and four came out grounded.
- 28 The day started out bad for operations but reversed itself in the afternoon and turned out to be almost spring-like. 8 Missions for 16 sorties were flown before the day was ended. No enemy planes were accounted for. The armorers worked late readying the guns of the planes that had fired. Major Randerson and Captain Gentzler went to Cannes in the C-47 today. The Enlisted Men and Officers were paid off today. Twenty-five Francs was collected from each Enlisted Men to pay for the band at the next dance. Many of the men thought they were being paid early, forgetting that this was a short month. This is "Fini" to another month.

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FIRST TACTICAL AIR FORCE (PROVISIONAL)

XII TACTICAL AIR COMMAND

PROVISIONAL RECONNAISSANCE GROUP (XII TAC)

111TH TACTICAL RECONNAISSANCE SQUADRON

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I. Outline History

II. War Diary

Inducted into Federal Service as 111th Observation Squadron: 25 Nov 40 Redesignated as 111th Tactical Reconnaissance Squadron : 8 Dec 43 Entered foreign service : 27 Sep 12 England : 3 Oct 42 North Africa : 8 Nov 12 Tunisia , 20 Jun 43 Sicily : 14 Jul 43 . 16 Sep 43 Italy : 20 Jul 44 Corsica Southern France 1 15 Aug 44

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OUTLINE HISTORY, 111TH TACTICAL RECONNAISSANCE SQUADRON, MARCH 1945.

- a. Present designation: 111th Tacticel Reconnaissance Squadron, Provisional Reconnaissance Group (XII TAC), XII Tacticel Air Command.
  - b. Changes in organization: None.
    - (1) Changes in designation, assignment or attachment; None.
    - (2) Changes in command: None.
    - (3) Changes in Table of Organization: None.
  - c. Strength as of 31 March 1945: 51 Officers and 191 Enlisted Men.
  - d. Present station: Azelot Air Field, A-95, France since 29 October 1944.
  - e. Movements: None.
  - f. Campaigns:
    - (1) Name: German.
    - (2) Dates: 15 September 1944 to .
  - 2. Operations:
    - (1) Nature of Operations: Visual, Photo and Arty/R missions.
    - (2) Number of missions and sorties: 284 missions and 566 sorties.
    - (3) Outstanding missions:
      - (a) Mission of 15 Mar 45 against Pirmasens and Zweibrucken, Cermany.
        - Nature and importance of target: Destruction of 5 MT sheds, 5 barracks at Q-728739.
        - 2. Visual observations:

Mission contacted quart Pot at 1300 hrs. Obsns commenced at 1320 hrs. 1st rd u/o. 2nd rd u/o, however, mission thought rd landed in Zweibrucken so gave sensing of 1000 yrds short. 3 following rds sensing u/o. 4th hit 100 yds short of river at Zweibrucken, defl correct. 5th rd 500 left 600 over. 6th rd 100 right range correct. 7th rd hit between 2 bldgs. 8th rd hit center bldg sensing defl correct repeat range. 9th rd defl correct 100 over. 10th rd defl correct 500 over. 11th rd 100 right 200 short. 12th rd defl correct 100 short. 13 rd direct hit on a barrack defl correct 50 short. 14th rd hit between bldgs 50 left range correct. 15th rd 25 left repeat range. Mission accomplished and successful.

- (b) Mission of 24 Mar 45 against Pforzheim, Germany.
  - 1. Nature and importance of target: Photo RR, road bridges, roads and rails.
  - 2. Visual observations: None.

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Historical Records, 1 Apr 45, continued from page one (1).

3. Photo results:

PR 363 covered: S-079689; 3 large river barges at loading point. S-072657 locks intect. S-072705 RR bdg u/s, tracks and bdg hit in 12 plus places, 5 large river barges in river nearby. S-065713 130 plus RR cars mostly box and gondoles loaded with material, 20 of these damaged in M/Y S-068711, 3 yard lines cut, yard bldg damaged. S-060713 RR bdg damaged, under repair service or nearly so. S-060718 main line clear. S-056719 RR bdg intact. PR 364 covered; R-749358 2 main RR lines cut. R-742350 2 main hwy bdgs intact. R-735345 main hwy bad, intact. R-722334 large industrial plant near round house badly damaged. M/Y Pforzheim R-7235 to R-70133 325 box cars, gondolas and flats. Round house turntable serviceable, many of which are damaged. Main lines clear for through traffic. 3 fires burning vicinity of loading area. Loading light and very little activity in vicinity of M/Y. Town area nearly demolished in vicinity of yards. PR 365 covered; R-667315 yard lines cut, many cars destroyed. Main line appears open. R-678323 RR lines completely blocked, fires still burning; damage severe to this vicinity of RR intersection. R-662687 3 gun batteries LAA unoccupied. R-722337 and R-719335 3 gun batteries LAA occupied.

- (c) Mission of 31 Mar 45 against Karlsruhe, Heilbrohn, Stuttgert.
  - 1. Mature and importance of terget: Visual recce enemy rail movements.
  - 2. Visual observations:

1 loco 40 plus boxcers mvg S at R-4355. 1 loco 5 plus pass cars stat s/u fcg M at R-4039 called in to Controller. 1 loco with 3 pass cars fcg W between Durlach and Karlsruhe. 1 loco 30 plus boxcers at R-8862 stat s/u fcg E. A/D at Karlsruhe under repair, no activity. No activity Sachsenheim A/D. As flight approached Enterdingen A/D (SE of Stuttgart) leader observed 3 ME 109's scrambling. Flight circled field at 4,000' for about 5 min in which time 17 plus more ME 109's took off. These planes kept circling below our flight until our flight made a pass at them. 10 of these planes then headed S, the rest split up in all directions. Flight got on tall of the 10 heading S, leader fired on one ME saw it burst in flams and crash just S of A/D. Leader then did a tight 180° turn and saw weaver firing at one ME, left wing came off and plane crashed and burned. Leader got in on tail of 5 more, fixed short bursts at one ME who turned sharply to the right, collided with another ME and both crashed in the ground. Leader and weaver became separated and by the time they rejoined E/A were gone. All action took place on deck from 07:55 to 08:15 hrs and in 5 mi radius of Echterdingen A/D.

- h. Leaders of outstanding missions; (a) Lt McClesry. (b) Capt Clark and (c) Lt Woods.
  - i. Losses in action:
    - Killed: Captain Victor J Gentzler, 0000258, KIA, Q-4311, France, 26 Mar 45.
    - (2) Wounded: None.
    - (3) Missing: None.

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Historical Records, 1 Apr 45, continued from page two (2).

- j. Awards received by former and present members:
  - (1) VALENTINE S RADER, 0678932, 1st Lt.
    - (a) Mission; 8 reconnaissance sorties.
- (b) Act: Perticipated in aerial flight as pilot of a F-60 type aircraft in sustained operations against the enemy, completed 31 December 1944.
  - (c) Award: 1st OLC to the Air Medal.
  - (2) FRANK C WEAVER, 0821818, 1st Lt.
    - (a) Mission: 7 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a P-6C type aircraft in sustained operations against the enemy, completed 30 December 1944.
  - (c) Award: 1st OLC to the Air Medal.
  - (3) CECIL R WRIGHT, 0704796, 1st Lt.
    - (a) Mission: 8 reconnaissance sorties.
- (b) Act: Participated in serial flight as pilot of a F-6C type aircraft in sustained operations against the enemy, completed 26 December 1944.
  - (c) Award; 1st OLC to the Air Medal.
  - (4) RODERICK K WYLIE, 0704798, 1st Lt.
    - (a) Mission: 8 reconnaissance sorties.
- (b) Act; Participated in aerial flight as pilot of a F-6C type sircraft in sustained operations against the enemy, completed 30 December 1944.
  - (c) Award: 1st OLC to the Air Medal.
  - (5) LOREN H KORHONEN, 0701771, 1st Lt.
    - (a) Mission: 8 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy, completed 30 December  $19l\mu_{\rm L}$ .
  - (c) Award: 2nd OLC to the Air Medal.
  - (6) JOSEPH H SCHILDER, 0663781, 1st Lt.
    - (a) Mission: 9 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy, completed 31 December 1944.
  - (c) Award: 3rd OLC to the Air Medal.

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#### SECRET

Historical Records, 1 Apr 45, continued from page three (3).

- (7) GARLAND W HENDRICKS, 0702799, 1st Lt.
  - (a) Mission: 7 reconnaissance sorties.
- (b) Act; Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy, completed 26 December 1944.
  - (c) Award: 4th OLC to the Air Medel.
  - (8) CHARLES H HARTL, T62125, Flight Officer.
    - (a) Mission: 6 recommaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-60 type aircraft in sustained operations against the enemy, completed 26 December 1944.
  - (c) Award: 4th OLC to the Air Medal.
  - (9) OLIVER W REESE, 0702840, 1st Lt.
    - (a) Mission: 8 reconnsissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-60 type aircraft in sustained operations against the enemy, completed 30 December 1944.
  - (c) Award: 5th OLC to the Air Medel.
  - (10) ROBERT K SMITH, 0824758, 2nd Lt.
    - (a) Mission: 7 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a P-60 type aircraft in sustained operations against the enemy, completed 22 February 1945.
  - (c) Award: Air Medal.
  - (11) DONALD DUTLER, 0706579, 2nd Lt.
    - (a) Mission: 6 reconnaissance missions.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy, completed 21 February 1945.
  - (c) Award: Air Medal.
  - (12) FRED J LANCASTER, 0696702, 2nd Lt.
    - (a) Mission: 6 reconnaissance missions.
- (b) Act: Participated in aerial flight as pilot of a F-60 type aircraft in sustained operations against the enemy, completed 22 February 1945.
  - (c) Award: Air Medel.
  - (13) DALE A STRUBEL, 0827535, 2nd Lt.

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Historical Records, 1 Apr 45, continued from page four (4).

- (a) Mission: 6 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-60 type aircreft in sustained operations against the enemy, completed 16 February 1945.
  - (c) Award: Air Medal.
  - (14) ELLIS Q McSHAWNON, 37150267, S/SEt.
    - (a) Mission; German campaign.
- (b) Act: For meritorious service in direct support of combat operations, from 15 October 1944 to 15 February 1945.
  - (c) Award: Bronze Star Medal.
  - (15) JAMES B OWEN, 34264402, T/SEt.
    - (a) Mission: Sicilian and Italian campaigns.
- (b) Act: For meritorious service in direct support of combat operations from 14 July 1943 to 19 July 1944.
  - (c) Award; Bronze Star Medal.
  - (16) JAMES A MADDOX, 31266127, S/SEt.
    - (a) Mission: Sicilian and Italian campaigns.
- (b) Act: For meritorious service in direct support of combat operations from 14 July 1943 to 19 July 1944.
  - (c) Award: Bronze Star Medal.
  - (17) HARDLE J SPISER, 18065831, S/Sgt.
    - (a) Mission: Sicilian and Italian campaigns.
- (b) Act: For meritorious service in direct support of combat operations from 14 July 1943 to 19 July 1944.
  - (c) Award: Bronze Star Medal.

FOR THE SQUADRON COMMANDER:

James a. arto, or JAMES A ARTIS, JR Captain, Air Corps ADJUTAN T

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Month of March 1945 Sneet No. 1.

WAR DIARY

SECRET

111th Tactical Reconnaissance Squadron,
Azelot, France

Prepared by JAMES A ARTIS, JR,

Captain, Air Corps,

Adjutant

- 1 A fair day to start the Month and 12 missions for 24 sorties completed. Three officers and 57 enlisted men of the Blue Train dropped from rationing with us. All our enlisted men breathe a sigh of relief as chow line gets shorter on their leaving. All sections busy on First of month paper work. Engineering section reports that S/Sgt Barrilleaux was running down the runway early this morning checking a tachometer in his hand. Men of section claim its a sure sign that two and one half years is too long to be overseas. French vaudeville show put on in St Nicolas with it comes the thought that Minskys can't be beat.
- 2 Thirteen missions for 2b sorties for the day. The Group Commander, Lt Col Walker flew a mission with the squadron today. Capt Clark and Lt Brokaw took another bite out of the Luftwaffe today, by knocking down one ME 109 each. Capt Lutz promoted to Major and wet front moves in late in the evening at the Officers Bar.
- 3 A repeat on yesterday as thirteen missions for twenty six sorties are flown. All fronts starting to move forward and usual crop of going home rumors get started again. War almost postponed for lack of paper, but a supply came in today, so the war continues. One Mustang that had been in the Service Squadron all winter returned today with several mice in it. Major Randerson and Captain Bentzler flew the C-47 to Cannes today with the pilots going to the rest camp.
- 4 Slow day today, three missions of six sorties are all that were completed. C-47 returned, had a rough trip down, when one of the engines conked out. Had a good service outfit though and engine changed in almost record time. Looks like rain and mud will be the order of the day for the next few days.
- Seven missions for fourteen sorties completed and then the weather conked out again. Lts Weaver and Schutt were promoted to ist Lts today and the drinks are on them. M/Sgt Seale departed for England today on a furlough. Enlisted Men's bar now has beer on tap just like the states. Captain Roy Simmons our Engineering Officer has been transferred to the States. He is the last pilot in the Squadron that took part in the Italian Campaign, Captain Clark another pilot succeeded him as Engineering Officer.
- 6 No flying today, and all hands catch up on their sack time.
  Enlisted Men held a dance at the Base this evening and a fine time was enjoyed by all. An army orchestra gave out with the music and did a swell job. Cpl Grande, the demon mail clerk returned from his two days in Paris looking like he came through the eye of a needle. When asked how he like it, he just groans. Engineering section showed under by an avalance of To's and TMI's, or how to win a war with paper. Section clerks decide to volunteer for infantry instead of sorting it out.

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Month of March 1945 Sheet No. 2.

WAR DIARY

SECRET Illth Tactical Reconnaissance Squadron, Azelot, France

Prepared by: JAMES A ARTIS, JR, Captain, Air Corps, Adjutant

- 7 Local flying by new pilots is the order of the day, as weather prevents combat flying. Lieutenant Rudd of the Field Artillery joined the squadron today as a Ground Liaison Officer. Our Photo section today cleaned up the Photo trailer in preparation for our summer jaunt across the Fatherland (We hope). S/Sgt Keller the pride and joy of the armament section returned to us today full of information gained during his hospital stay. Medical section believes that everybody is going to the hospital just to get combat boots.
- 8 No flying other than local training flights. Lieutenant Korosy our intelligent (?) Intelligence Officer was promoted to Captain to-day. Squadron motion picture projector was put in for repairs to-day and the operator says it should be junkedand not repaired. Headquarters section very busy making a check on the Enlisted Men's Qualification cards to check on correctness. They are in pretty good snape.
- 9 The weather cleared slightly today and we completed nine missions for eighteen sorties. Photo section completed remodeling of their trailer today and everyone went for the paint remover to clean themselves. One of the ships came back with a big flak nole in the fuselage and the radio completely wrecked from the flak. Post Exchange rations today and everyone smoking cigars at the bar Executives for a night. Orientation lecture delivered by Captain Kitto and the whole squadron is enthused over the turn of events these past few days. The Krauts are going back fast. Major Randerson gave the men a short lecture on Military Discipline. Squadron played two basket-ball games this evening and won both of them we're just getting warmed up.
- Weather still won't give us a break and five missions for ten sorties are all that are completed. Engineering section Romeos T/Sgts Gaedke and Carothers enlivened the day trying to prove one was a bigger wolf than the other. Photo section kept busy installing steel Springs on the camera mud guards. The elastic springs aren't holding up under the strain. The old men of the basket-ball team are busy consoling themselves on their aching-backs, two games were too much last night. First group of men who went to England on furlough come back, full of praise for that mighty land it seems that it makes all the difference in the world to listen to civilians speak English and look at well-groomed women again. All agree that we've been in the woods too long. Our Oklahoma Flight Surgeon went to Paris today for school and all available dollars are stacked against do-nuts that its Tropical Diseases he'll study. Maybe we'll eat atabrine again this summer.

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Month of March 1945 Sneet No. 3. SECRET.

111th Tactical Reconnaissance Squadron,
Azelot, France

WAR DIARY

Prepared by: JAMES A ARTIS, JR, Captain, Air Corps, Adjutant

- Thirteen missions for twenty six sorties as the weather broke slightly On Lord now about a few sunny days, just so our armies can move a little faster? We like to move forward. The food has been excellent lately with much fresh meat and butter provided by the Fighting Quartermaster. Everytime the food catches up with us, we start moving up to the "C" ration area. Another indication is the number of Carrison MP's in their whites and the increase in "off limits signs". We had an Artillery Shoot today, the first in a long time.
- Weather turned poor again and only one mission for two sorties was completed. The C-47 went down to Cognac, France today on a mercy trip to alleviate the great thirst which has sprung up in the wilderness of Azelot. Armament section checked all tool kits in anticipation of increased operations. Engineering section extremely busy making Modifications on planes as a result of paper avalanche of a few days ago. Enlisted men complete plans for another dance to be held the 20th.
- Ten missions for twenty sorties completed all in the afternoon as weather prevented flying in the morning. The Group Commander flew another mission with us today. Forty Eight MP's attached to Squadron for rations and all hands hope they won't start Ecnecking uniforms and passes in the chow line. Supply busy checking all tentage in anticipation of a move into the Tield. Photo section worked all night to get out the picture taken on late missions.
- Weather still forces some missions off the books but eleven are completed for twenty-two sorties. Photo section works around the clock again to finish the days work. Three of our enlisted men Tech/Sgt Owens and S/Sgts Maddox and Spiser received the Bronze Star today for their fine work on the planes. Major Moss Group S-1 made an administrative inspection today and things seemed to be in pretty fair shape. As a result of a furlougn in England one of the enlisted men is putting in papers for permission to marry. Group dentist is getting quite a workout as the Medics take the enlisted men over incarioad lots to have their teeth worked on. Squadron Sgt Major is very busy helping the MP outfit to make out initial rosters and allied papers. We're quite experienced at it, having made two changes while

SECRET

Month of March 1945 Sheet No. 4. SECRET Thith Tactical Reconnaissance Squadron, Azelot, France

WAR DIARY

Prepared by: JAMES A ARTIS, JR, Captain, Air Corps, Adjutant

- 15 A very sunny day and we knocked off eighteen missions for thirty six sorties our busiest day since "D" day in Southern France. It looked like every aircraft in the ETO went over our field this morning just streaming over all day its a fine sight. Lieutenant Hubacek flew three missions today for a Squadron record. One misnap today one of the planes hit an Engineer tractor and went to the Service Squadron for repairs. Softball diamond set up on the line. Engineering section is making good use of the Thermos Jug that came with the C-47 and hot coffee is served frequently on the line. It looks like Spring is here at last.
- Another fine day and eighteen more massions completed for thirty six sorties. Everyone busy and happy. Most of the happiness stems from the way the armies are moving. Half of the planes fired today so the armament section is plenty busy. Two of our enlisted men received orders to transfer to the infantry today, Sgt Brown from Photo and Pfc Rosenberger from Operations. Enlisted Men's basketball game was a thriller and the lilth won again. Two of our Enlisted men went fishing for the first of the season and caught a fourteen inch Northern Pike. They like it better than steak they say. Anyhow it was a change.
- We slipped a little today and only completed fourteen missions for twenty eight sorties. One bad note of the day, but it turned out allright, when Lieutenant Brokaw was forced to bail out. He lost control of the ship due to vertigo, contracted by flying through a solid bank of clouds. He landed this side of the lines with nothing more than a black eye. All the pilots are bringing back lengthy reports of activity over the battle lines these days. Fourteen of our beat-up pyramidal tents were salvaged today in preparation for the summer months.
- A good day and seventeen missions for thirty four sorties were completed. Our two transferees left for the infantry today. Photo section extremely busy with all the missions being flown . Most of their work goes on all night long. Ten more of our cheese-cloth tents were salvaged today. I guess Italy didn't agree with them. One of our Enlisted Men went ANOL from Group Headquarters. One of our new replacements at that.
- Back to schedule again and eighteen missions for thirty six sorties completed, as the weather remained perfect all day long. Everybody flying double missions. Lieutenant Wylie put another ME 109 into the Luftwaffe scrap heap. One of our other missions was forced to discontinue its mission when it was jumped twice in a row by four ME 109's and wasted a lot of gas chasing them. Softball diamond being worked into condition on the line. Spring weather will make a man do anything even work. Our AWOL came back today after his twenty four hour sojourn.

Month of March 1945

Sheet No. 5.

WAR DIARY

SECRET 111th Tactical Reconnaissance Squadron, Azelot, France

Prepared by: JAMES a ARTIS, JR, Captain, Air Corps, Adjutant

- Squadron members came back from England today, somewhat the worse for wear. Got in just in time for the Enlisted Men's dance which seemed to pick up quite a bit of steam as the evening wore on. Corporal Porcellino gave and excellent portorayal of a Mustang with one wing down. Sergeant Keller ran off our first combat films from our gun cameras and his chatter more than made up for the lack of sound. Armament visted Engineering section regularly all day to partake of their coffee.
- 21 Main all morning, but the weather broke in the afternoon and nine missions for eighteen sorties were completed. Last mission in had a hard time finding the runways. Our stard is being reduced to one post as a result of the MP's taking over some of the posts, which makes everyone happy. Photo section busy today playing a form of golf caused by the addition of one number 5 iorn to their recreational chest. Lieutenant Colonel George C P Swifford a former member of the Squadron dropped in for a visit today. Medics were forced to call off their "Shortarm" today, due to lack of a flight surgeon.
- The ONE ONE ONE had a stand-down today occasioned by the rapid advances of the armies and the lessening need for Tactical Reconnaissance. The 162nd Squadron flew our missions today and we fly theirs tomorrow. All sections happy at stand down, as it gave them a chance to dig into the back-log of work, such as work on guns, photo reprints and the likes. Armament section showed a training film in the section today. Medical section having a field day dispensing Typhus shots to the suffering and groaning squadron members.
- Well we only flew our own missions today and not the 162nd as planned. However sixteen missions for thirty two sorties is a pretty good days work. Photo section reports a dullday, nothing but work to do. Engineering section and Armament played a practice soft-ball game and everybody snows a lack of practice. Armament won the contest seven to six. Captain Clark flew the C-47 over to the depot today and finally ran his head into the Stone Supply Wall. Those people behind a counter are awful hard to deal with. Post Exchange rations come in again and everybody happy over the large issue. Nine candy bars which establishes some kind of a record. Supply section installed a new top on their jeep with all hands pitching in. It looks like something out of this world.

SECRET

1738

North of March 1945 Sneet No. 6.

WAR DIARY

SECRET 111th Tactical Reconnaissance Squadron, Azelot, France

Prepared by: JAMES A ARTIS, JR, Captain, Air Corps, Adjutant

- Another good day for the pilots today and seventeen missions for thirty four sorties were completed. Armament section very busy today as two thousand five hundred and fifty rounds were fired. Engineering and Armament athletes all pretty stiff today after yesterdays soft-ball game. They all feel sure of the old-age pension after their work-out. Private Schwartz the Question Boy of the Photo section declared his intentions of playing baseball this season come hell or high water. Supply, Headquarters and Medics get in some softball practice in the evening. Medics probably won't give their shots tomorrow as a result of it.
- Fifteen missions and thirty sorties rung up today. One bad note of the day as Captain "Red the Wrecker" Centzler failed to return from a mission. His weaver barely made the base due to lack of fuel. Captain Gentzler called on the R/T and said he was bailing out but hasn't been reported as yet. The C-47 was flown up today to try and locate the wreck. It was located but no sign of a chute anywhere. Our guard is increasing again as the MP's are pulling out for the new field. Fnoto is having supply trouble again all their replacement equipment comes in in damaged condition from rough handling in shipment. All sections are busy preparing for the next move which should be soon. Engine on one of our ships backfired on takeoff and blew a stack, scaring the pilot half to death.
- We received the bad news today Captain Gentzler was killed as a result of yesterdays misnap. He evidently attempted to bail out and nit the tail surface on his plane and was unable to open his chute. It was his second tour of duty with us and his fortieth mission of his second tour. Staff Sergeant "Murpny" Theodoropoulos appropriated himself a portable dark room and all the camera bugs expect to put in many hours at their hobby. Photo section returned all K-24's to their snips and cleared up the section by turning in some repairable cameras. Fourteen missions and twenty eight sorties completed for a fairly good day.
- A very bad day and two weather missions for four sorties is the days complete total. All sections completing their individual plans for moving. Supply section put in a record amount of clothing for salvage. The men are evidently wearing them out faster with the heavy flying. Corporal Kujawa's airplane was the first P-51C to reach the 400 hour mark. A good man, quiet and hard working. Engineering sets a squadron record for taking an engine out of a Mustang, under the direction of Staff Sergeant Vieau.

SECRET

1739

Month of March 1945

Sneet No. 7.

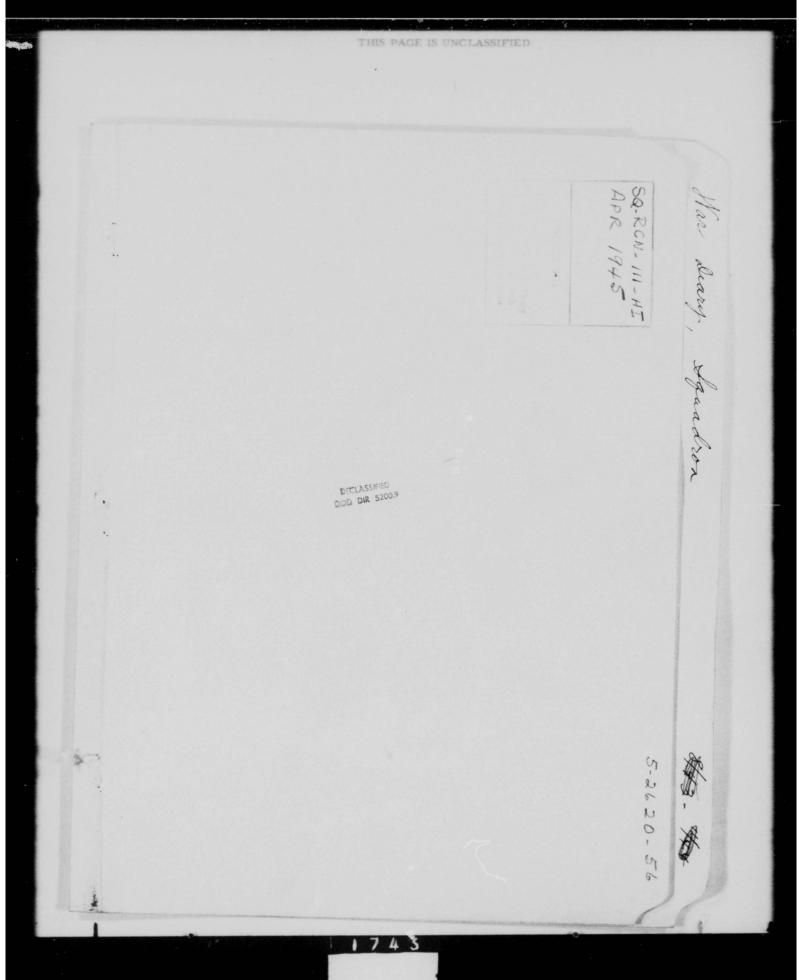
WAR DIARY

11th factical Reconnaissance Squadron, Azelot, France

Prepared by: JAMES A ARTIS, JR, Captain, Air Corps, Adjutant

- 28 No planes flying except for our C-47 which took Twelth Tactical Air Command pilots to the rest camp at Cannes on the Riviera. Photo section busy fixing up short strips of film which will be needed very shortly. Squadron starts its 31st month of overseas service today, and celebrations were surprisingly light. Enlisted section heads were called together in a meeting and received movement orders and completed their plans for the move. Everyone seems to be happy over the move. As long as its forward we'll move every day.
- 29 All flying cancelled today due to bad weather. All the old-timers from the organization expect the weather to continue bad due to our move coming up. Five of our Enlisted Men went to England today to attend school on various technical subjects. All seemed happy to go, due to past reports of the niceties of that there island. Packing and weeding out continues in all sections in preparation for the move. Very dull around here when flying is curtailed.
- All armies are moving like greased lightning and we remain grounded. It it keeps up they'll start thinking they don't need the Air Corps. All salvaged tents came back with the exception of the large walls and storage which are very important to our sections for efficient operations. Photo section returned the Headquarters trailer which they have been putting to good use all winter long and Headquarters moved most of the desks in allready. Nothing like moving to get rid of a lot of junk. Captain Clark our Engineering Officer took a couple more crewchiefs up ride in our piggy-back Mustang.
- Well things broke our way again and fifteen missions for thirty sorties were rung up. All the 162nd Squadron missions were briefed from our Intelligence section today so they were extremely busy. Lieutenant C. P. Woods banged a couple more today. He and Lieutenant Shenk got four Krauts between them. Lieutenant Shenk got a JU-88 to start things off and Lieutenant Woods then knocked down an ME-109. He turned into two more and scared them so bad they ran into each other and both exploded. One Officer and two Enlisted Men departed for the Hagenau airdrome today as, reconnaissance party for the move. All sections pretty well packed up by evening as advanced echelon leaves in the morning. This month has been one of our busiest in all our operation and augurs well for future operations.

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# THIS PAGE IS UNCLASSIFIED SECRET UNIT HISTORY FOR APRIL 1945 OF 1117H TACTICAL RECONNAISSANCE SQUADRON 697H TACTICAL RECONNAISSANCE GROUP Lt Colonel Luther W Randerson Commanding 5-2620-50 SECRET

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PIRST TACTICAL AIR FORCE (PROVISIONAL)

XII TACTICAL AIR COMMAND

69TH TACTICAL RECONNAISSANCE GROUP

111TH TACTICAL RECONNAISSANCE SQUADRON

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I. Outline History

II. War Diary

Inducted into Federal Service as 111th Observation Squadron: 25 Nov 40

Redesignated as 111th Tectical
Reconnaissance Squadron : 8 Dec 13
Entered foreign service : 27 Sep 12
England : 3 Oct 12
North Africa : 8 Nov 12
Tunisia : 20 Jun 13
Sicily : 11, Jul 13

Italy : 16 Sep 以 Corsica : 20 Jul 址 Southern France : 15 Aug 址

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## SSCRET

OUTLINE HISTORY, 111TH TACTICAL RECONNAISSANCE SQUADRON, APRIL 1945.

a. Present designation: 111th Tactical Reconnaissance Squadron, 69th Tactical Reconnaissance Group, XII Tactical Air Command.

- b. Changes in organization:
  - (1) Changes in designation, assignment, or attachment:
    - (a) Changes in designation: None.
    - (b) Changes in assignment: Relieved from assignment to the Provisional Reconnaissance Group (XII TAG) and assigned to the 69th Tactical Reconnaissance Group effective 20 April 1945 per par 3a, 60 66, Eq XII TAG, dated 20 April 1945.
    - (c) Changes in attachment; None.
  - (2) Changes in command: None.
  - (3) Changes in Table of Organization: None.
- c. Strength as of 30 April 1945. 50 Officers and 185 Enlisted Men.
- d. Present station: Heguenau Air Field, Y-39, France since 1 April 1945.
- e. Movements:
  - Advanced echelon moves from Azelot, France to Haguenau, Prence on 1 April 1945.
  - (2) Rear echelon and Air echelon moves from Azelot, France to Haguenau, France on 2 April 1945.
- f. Campaigns:
  - (1) Name: German.
  - (2) Dates: 15 September 1944 to
- g. Operations:
  - (1) Nature of Operations: Visual and Photo missions.
  - (2) Number of missions and sorties: 333 missions, and 557 sorties.
  - (3) Outstanding missions:
    - (a) Mission of 7 Apr 45 against S-006258, S-046343, S-114339, and S-103255.
      - 1. Nature and importance of target: Photo reces of supply and ammunition dumps.
      - 2. Visual observations:

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#### SECRET

Historical Records, for month April 1945 continued from page one (1).

2. Visual observations continued from page one (1).

I truck towing armored force vehicle on trailer moving east and 1 truck towing trailer moving west at \$-3603. 3 MT stationary facing northwest at S-3303. At 1710 hrs, 8 ME-109's flying west toward Stuttgart at 6000 feet. ME-109's jumped our mission. Mission got into Luftberry with one ME-109. ME-109's broke formation. Leader fired at ME-109, saw strikes on wing root, cockpit and fuselage. Saw cowling come off and flames come from engine. Plane rolled over on it's beck and plane was at 1000 ft when last seen, in a straight dive. Weaver got on tail of one ME-109. Gave him a long burst and plane exploded and disintegrated in air at 5000'. Leader saw one ME 109 on weaver's tail. Leader got on ME 109's tail and . fired a long burst and saw strikes on him on the wings. ME 109 broke away and want into the clouds. No further contact with that plane. Our mission then pursued 6 ME 109's who were flying east. Weaver saw ME 109 firing at him from 45 degree angle to the left. Weaver broke into him, went into Luftberry and went down to 2500. ME 109 broke off to right, weaver chased him to 4500 feet and attacked head-on. Weaver fired from slightly below and shot his tail off. HE 109 began smoking, split S and crashed into ground and exploded. Mission joined up and headed east to Coppingen, then turned west and headed west. At Wellingen A/D saw MB-110 take off from field to the east. Leader went down and fired, getting only a few strikes. Our mission circled, and saw ME-110 flying west on the deck. Leader attacked again, and made two passes, firing at MK-110. Killed rear gunner and saw right engine start smoking. Leader ran out of ammo, but forced him to crash land. Mission then returned to the base because of engine trouble. CLAIMS: 3 ME-109's destroyed, 1 ME-110 destroyed, and 1 ME-109 demaged.

## 3. Photo results:

Stuttgart supply depot S-103255; Prints 5020-22. Scale 1:5,000. Photos of good quality and complete cover. Two possible trucks are parked along south side of storage building. Construction going on between second and third warehouse buildings. Two trucks on highway west of depot. Warehouse area south of supply depot, four trucks are parked on parking area west of main buildings. Some activity noted in front of administrative type building west of main buildings. Four trucks on highway west of road fork.

Ammo dump at S-111,339. Prints 5015-17. Scale 1:5,000. Complete cover good quality. One cluster of at least 125 craters in the area and another concentration of at least eight craters 2000 feet south of area. Six 30 X 50 feet storage buildings have been destroyed, one storage building had roof destroyed and one other stores building is one fourth destroyed. One 150 ft rectangular building is three fourths destroyed. Road from south into area is cut in at least eight places. The rifle range east of the area has been damaged and lenes are filled with fallen trees, and debris.

Ludwigsburg Supply Depot S-046342. Prints 5009-11. Scale 1,5,000. Complete cover good quality. A concentration of at least 80 hits within area had caused considerable damage as follows: One 450 X 80 feet building three-fourths destroyed and one large hole in remainder of roof. One 350 X 75 feet building and one-half side of one side seriously damaged, one bomb hole in roof and one corner destroyed. One 510 X 65 foot building had 60 feet of the wall and roof destroyed and adjoining one-fourth of building seriously damaged. The opposite end of building appears caved in and building has suffered blast damage to walls. One 345 X 70 foot building suffered slight roof and wall damage. One 115 foot rectangular residential type building had roof three-fourths destroyed and some internal damage.

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#### SECRET

Paragraph g(3)(a) 3. continued from page two (2) Historical Records for month of April 1945.

One 325 foot rectangular building almost completely destroyed. One 320 foot rectangular building had one-half roof and top floor destroyed and remainder seriously damaged. Three small sheds adjoining area were destroyed. All other buildings in area suffered minor blast damage. Rail line servicing area has been cut in two places and rail spur is also unserviceable.

Supplies at S-006258. Frints 5002-03. Scale 1:5,000. Complete cover, good quality shows a considerable quantity of supplies piled in the area along with several stacks of lumber. There are at least nine MT vehicles in the area. Area is served by double track RR from which spurs spread through area. Construction of several small buildings and personnel shelters is underway. At least 13 recent craters have caused little damages and repairs and filling activity is visible. A quantity of supplies is visible near factory area south of RR. There is considerable track activity in the area.

Ammo dump S-125612 to S-123613. Prints 1,002-04. Scale 1:7,5000. Cover of east three-fourths on good quality. At least one 75 X 110 foot earth covered concrete ammo shelter destroyed. Two ammo shelters destroyed leaving craters 100 feet in diameter. Two 150 foot rectangular buildings destroyed. One 60 foot square residential type building had roof destroyed and suffered serious wall damage. One 150 foot rectangular building had one corner destroyed. One 150 foot rectangular barracks type building has small holes in roof and has suffered probable blast damage to the walls. One 75 foot blast shelter seriously damaged. The rail spur serving the area has been cut in at least 13 places and is unserviceable. One gendola and two other unidentified rail cars have been destroyed along with one possible loce. All roads in area are cut. Several smaller sheds have been destroyed or seriously damaged.

- (b) Mission of 21 Apr 45 against Allsquare area, S-2008-X-2945.
  - 1. Nature and importance of target: To recee enemy roads and routes.
  - 2. Visual observations:

500 plus horse drawn vehicles and motor trensports moving southeast from S-2008 to X-2793. Mostly horse drawn vehicles on highways and motor transports are parked in the towns along the way. Called controller and 4 flights sent to attack, while mission was in area. Fighter-Bombers hit concentration in town at X-2196. Straffed concentration of approximately 200 horse drawn vehicles at X-2395. Alsomade road out at X-239968 at suggestion of Leader.

## 3. Photo results:

Photo 5001-5012 from S-188011 to X-208992, X-209987-X-217930, S-195081-S-185001. 322 horse-drawn vehicles. 89 MT and armored vehicles. Hany of these have been strafed by dive bombers and unserviceable. Moving south.

- (c) Mission of 30 April 1945 to recce Munich area.
  - 1. Hature and importance of target: To rece enemy road routes.

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## SECRET

Paragraph g(3)(c)2. continued from page three (3) Historical Records for month of April 1945.

## 2. Visual observations:

20 ambulances stationary facing northwest at Y-9749. 20 ambulances, 4 MT, 3 motorcycles scattered south and west from Y-9537 to Z-0227 to Y-9827. 75 scattered motor transports moving east and south from Y-9727 to 2-0326, to Z-0718. 225 MT from Y-9816 to Z-1316. Scattered movements of motor transports and horse drawn transports mostly south and southeast on all roads vicinity Y-9830 to 9215 to 2-0718. Fighter Bombers destroyed the train, with 4-5 cars (type-unobserved) at Y-9628 moving north. Led one flight of fighter bombers by Pelican to targets at Y-9727, Z-0326, Z-0718. At 0930 hours observed 2 JU-88's on deck flying south at Y-9520. P-47's saw the JU-88's the same time. Flight of fighter bombers attacked JU-88's. Leader unable to fire at the time due to fighter bombers firing at the enemy sircraft. The JU-88's split. Leader observed weaver fire long burst at JU-88 and observed left wing come off immediately after and the JU-88 crashed. Leader observed other JU-88 attempt to land made a pass, fired a short burst but did not observe strikes, but observed strikes from fighter bomber on left wing, then observed JU-88 crash and 2 enemy run from plane. Weaver fired long burst at lat JU-88, then pulled out and did not observe JU-88 crash. Weaver observed Fighter Bombers fire at other JU-88. Weaver claims one JU-88 destroyed.

## 3. Photo results:

Photos of opportunity of Y-9hBi70. Photo 5002-5003. 60 RR boxcars parked on siding near station loaded with lumber and supplies. Lumber yard full of lumber nearby. Photos 5009-5010 at Y-965453. Manitions or ammunition filling station. Buildings camouflaged in woods and undamaged. 1 motor transport and 1 armored car, no unusual activity. Recommend attack.

- h. Leaders in outstanding missions: (a) Captain McCleary. (b) Lt Rader.
  - i. Losses in action:
    - (1) Killed: None.
    - (2) Wounded: None.
    - (3) Missing: let Lt Carl A Sodermark, 0816947 at R-7793, Germany 1 April 45.

      let Lt Walter J. Vetter, 0689921 at Ingolstadt, Germany 11th

      April 1945.
  - j. Awards received by former and present members: None during this period.
    FOR THE SQUADRON COMMANDER:

JAMES A ARTIS, JR Capt, AC Adjutant

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Month of April 1945

Sheet No. 1.

WAR DIARY

111th Isotical Reconnaissance Squadron, Haguenau, France

Prepared by: JAMES A ARTIS, JR, Captain, Air Corps, Adjutant

- Baster Sunday the third one Overseas and the Squadron starts its move to Haguenau. Advance echelon moves up today. The month started off with a bang as thirteen missions for twenty six sorties are completed. Some bad news was mixed in with the good though Lt Williams and Lt Sodermark were both shot down, but Lt Williams was safe in american Hands by evening. No word was heard on Lt Sodermark who had almost finished his tour of duty. Squadron extremely busy with the advance party setting up the new area and the rear party servicing both our own planes and the 162nd Squadron planes. The Squadron will be in tents again. However the ground in the area is very sandy and should make an extremely good bivouac area, very easy to keep clean. Moads between old and new locations are fierce, its a wonder the vehicles held up, as old as they are.
- 2 Eight missions and sixteen sorties for the day. All planes flown to new field today and our C-47 got a real workout with Major Lutz making four trips and Major Randerson one trip its a real aid on Squadron moves if we had three of them we could make a complete move like the last one in a day. Squadron almost completely set up at new field. All sections are within walking distance of each other which is very handy. Unlisted men have a fine day room at the edge of town and its scheduled to open tomorrow. Rest of area is set up today with the tents going up in almost record time. Officers have two two story buildings for quarters, Club and messhall, right on the edge of the town. Clocks are advanced one hour for the new season. S/Sgt Tisdale our Transportation Sergeant got lost and almost made the front lines before he woke up and turned back to the Squadron.
- 3 The day broke cold and dreary and planes didn't get off till afternoon. Five missions and ten sorties completed. All sections busy setting up stoves and heaters to cope with the cold weather. Three officers received orders to get the hell back home and immediately pitched their barracks bags out the window. Enlisted Hen and Officers bars opened with a bang we'll know more about it in the morning. By late evening, complete squadron was operating from new field with everything in order.
- thirteen missions for twenty six sortics completed today. Rejor Handerson took some pilots from the new group over to St Dizier to get their new F6-K's, lucky dogs. It Meadows one of our newer pilots took off today and his coolant blew up when he got up to about 100 feet. He turned it around and crash landed on the taxi strip, tore hell out of the ship and received only a slight cut on the face. Soft bell diamond was set up on the field, the ground is so nice, all we had to do was measure it off. Plans made for a Squadron soft-bell league. Corporal howe, our roly poly mail man set up the pags today for our horse-shoes and the season starts off with a beng. Most of the men are doing their own laundry again and enjoy it less then ever. A few of the men are enjoying hang-overs as a result of opening the bar lest nite. All hands report that German wine is better than the French wine for some reason.

Sheet No. 2.

war Diary - April 1945 Cont'd

- 5 Fleven missions for twenty two sorties completed today. Operations and Intelligence are busy helping the new Group get started and giving the new pilots instructions on flying and other allied matters. Weather still cold as the proverbial well-diggers fanny. Getting out of the sack in the morning is one tough problem. Armament section going around in circles, putting bomb racks on and then pulling them off. The bath problem is kind of rough it makes scents or something. Strasbourg visited by the Unlisted Men on pass today and report that the water is cold there too no coal. C'est la Guerre.
- 6 A slow day with the weather playing tricks. Five missions for ten sorties are all that we get things are rough all over. 10th Tac Reconnaissance Squadron using our operations section to check out on local flights. Four pilots returned from rest-camp and retired to their sacks to rest. Lt Wyrick had a manhole cover give way under his plane and damaged the wing and prop. Squadron C-47 is becoming quite a work horse, hauling other groups under XII TAC. Major Lutz is doing most of the flying, but they have started to break Lt Woods and Lt Brokaw in as first pilots. Armament starts putting on bomb racks again with crossed fingers. Transportation section is very busy, as other groups are relying on our trucks to move I wonder what they would do in this Air Force without this squadron.
- Reder shot down two more ME 109's today to take it five and a helf confirmed victories and he becomes the squadron's first Ace. Lts Wylie and Markey got an FW 190 between them and Lt McCleary got an ME 109 destroyed and an ME 110 damaged on the first try. He came back to base, refueled and rearmed and went back on a local flight and destroyed the ME 110 for sure, giving us a total of five for the day. Armament section enjoyed a visit from Mr Rose, armament Tech representative, who gave some pointers on maintenance and malfunctions. We first met him away back in Sicily. Our C-47 came back with an engine acting up, so its getting a change tomorrow.
- 8 A fine day with sixteen missions for thirty two sorties. Lts Wylie and Williams are claiming a damaged ME 262 after their encounter today. It's the first one we ever bumped into the 10th Squadron started flying some missions today with us and did very well for their first day in combat. Our Commanding Officer, Luther W. Randerson was promoted today to Lieutenant Colonel and all hands report to the bar. Colonel Watson, First Tactical Air Force Air Inspector flew one of our Mustangs today and said it was a smooth ship. Linemen were salvaging some phone wire today and before they finished they had about fifty civilians helping them. Plans completed to rig up a cold shower its better than nothing. Very windy today, but nothing like Africa though for which we are grateful.

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Sheet No. 3. War Diary - April 1945 Cont'd

- One of our missions was hopped by twenty four ME 109's today, but got away with room to spare. It Markey had engine trouble ing and nosed over at the end of the runway damaging it slightly. they are really getting sharp at it.
- 10 Eighteen missions for thirty five sortles today. We had an odd one today, it Hendricks flew a one ship escort mission with Capt Camera ship mission was pronounced a success, by local brass. Lt Rader made it six and a half Jerries, when he clobbered an ME 109 today. That Man sure is a rock of the warmest type. decide that a chicken is made-up entirely of bone and feathers. An and put into new engine. A little carelessness back along the totwenty seven favor Henken's Rank Runners. Everyone tired from running the bases.
- news of the day when Lt Vetter failed to return. He went down to get a good look at a train and flak opened up and knocked him failed and slightly damaged one of our mustangs. P-X rations bedding out in the morning, for its weekly siring as the sun shines McCleary promoted to Captain today and the drinks are on the
- A total of fifteen missions for thirty sortles. First mission for the day found ten to twelve ME 109's bombing and strafing one probable and one damaged. It Brokaw got one and Captain the damaged. Pick-a-back plane is very popular with the Enlisted Men around here these days, with all clamoring for rides. Our after ice today when a Jerry shell came crashing across the Rhine casualties though. Meil Orderly ran up into Germany for mail and came back empty handed very disappointing.

Sheet No. 3. War Diary - April 1945 Cont'd

- One of our missions was hopped by twenty four ME 109's today, but got away with room to spare. It Markey had engine trouble and was forced to land at Mannheim. He had some hard luck landing and nosed over at the end of the runway damaging it slightly. Sgt Vieau's crew today changed an engine in record time again they are really getting sharp at it.
- 10 Bighteen missions for thirty five sorties today. We had an odd one today, Lt Hendricks flew a one ship escort mission with Capt Fox of the 34th over the Munich area, who was in an unarmed P-38 Camera ship mission was pronounced a success, by local brass. Lt Rader made it six and a half Jerries, when he cloobered an ME 109 today. That Man sure is a rock of the warmest type. Chicken for dinner today and it was so well stewed that all hands decide that a chicken is made-up entirely of bone and feathers. Engineering section received a new engine for the C-47 that had a cracked cylinder. Old cylinder had to be taken from old engine and put into new engine. A little carelessness back along the line causes a lot of trouble. Big ball game today, score thirty to twenty seven favor Renken's Rank Runners. Everyone tired from running the bases.
- 11 Seventeen missions and thirty-four sortles piled up today. Bad news of the day when Lt Vetter failed to return. He went down to get a good look at a train and flak opened up and knocked him down. Lt Prese ran off the end of the runway, when his brakes failed and slightly damaged one of our Mustangs. P-X rations received with a big candy ration drawing applause from all. All bedding out in the morning, for its weekly airing as the sun shines bright and hot all day. Three pilots, Lt Schilder, Hendricks and McCleary promoted to Captain today and the drinks are on the house.
- 12 A total of fifteen missions for thirty sorties. First mission for the day found ten to twelve ME 109's bombing and strafing our front line troops and hopped them. Hesults three destroyed, one probable and one damaged. It Brokaw got one and Captain Harville of the 10th Squadron got two destroyed, the proable and the damaged. Pick-a-back plane is very popular with the Enlisted Men around here these days, with all clamoring for rides. Our Mess Sergeant, Staff Sergeant Steve Molnari was in Strasbourg after ice today when a Jerry shell came crashing across the Rhine and put a piece of shrapnel in the jeep trailer no further casualties though. Meil Orderly ran up into Germany for mail and came back empty handed very disappointing.

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Sheet No. 4.

War Diary - April 1945 Cont'd

- This morning broke cold, damp and dreary and we got the news that President Roosevelt died yesterday. It was quite a shock as we didn't know he was sick. He died at the wrong time. Flight officer Hartl finally was promoted today to Second Lieutenant, after a long wait. Only one mission got off today, this Friday the 13th. The rain was our only bad luck for the day. Captain kitto, our G. L. O. from Seventh Army today gave another orientation lecture for our Enlisted Men and an excellent one it was. S/Sgt McCoy is busy working over our movie projector Signal Corps botched the last job quite badly.
- A very busy day today in the Operations section. Twelve missions for twenty four serties. It Schutt destroyed one ME 109 and damaged another, when our two ship mission hopped a twenty five ship formation. Both got home without a scratch. It seems as if we had a visitor last nite. A plane was circling low over the airfield and nobody paid it much heed until he opened up over the bivouac area shooting at some trucks on the nearby highway. About that time our bivouac area came to life and took off looking for fox-holes. As a result, almost everyone came to life today and started dig ing. One revetment was very busy last nite with half the squadron in it running from one side to another depending on which way he was coming. Our C-47 took a sick man to the hospital today that ship sure comes in handy. Plenty of mail today and everyone happy.
- 15 Well a very busy day today with seventeen missions for thirtyfour sortles. Captain Schilder is working hard to get a hundred
  missions, flying two a day these days. New Squadrons prepare to
  go into action and their pilots are flying as leaders on our missions now to get into shape. The 162nd soft-ball team beat us
  today in a very good game, score was three to one. The nightly
  alr-raids have everyone nervous. A Cletrac backfired today and
  one man went for his fox-hole. Had lamb for dinner today the
  first since England. It sure is a horrible tasting dish. Lots
  of rumors running today caused by the two new Squadrons going into
  operations. Most of them deal with home sweet home. Semi-monthly
  reports being made up today. Wehad about eight red alerts today
  but nothing came of them.

Sheet No. 5. War Diary - April 1945 cont'd

- 16 Another busy day for our operations section. Seventeen missions for thirty four sorties. Captain McCleary and Lt Dutler got involved in an argument with eight ME 109's and knocked two down. Lt Frese and Lt Spaeth tangled with six FW 100's but had to come nome after they got separated. Lieutenant Colonel Dyas from the Reconnaissance School at Key Field visited us today. He is a former member of our old group, from way back in Africa. Armament section very busy with new harmonization stand and all planes are getting a thorough checking. Pleasant surprise of the day was a visit from two of the Red Gross girls who spread doughnuts andcoffee around the squadron. Jerry is still making his ni htly visits to nearby areas. Payroll signed by the Enlisted the 162nd as well as ourselves.
- 17 Only ten missions for twenty sorties today. Engineering section caught a rough job they have to change an engine mount on one of the planes that was damaged by flak. It involves quite a lot of work. Also set up a lister bag with ice water in it its a rough war. Shower system finally set up. It has a solar hesting system that doesn't give much heat, but its taking the dirt off and thats all that counts. Two Enlisted Men promoted to Privates First Class, leaving only one Private in the squadron and he went AWOL for twenty one hours today. Looks like he wanted the day off. Jerry's one plane air force disturbed the sleep again last night its getting monotonous. Squadron ball team lost to the 34th Officers team as a result of errors.
- Twelve missions for twenty four sorties. Three pilots took off for the new rest camp at Annecy, about sixty miles East of Lyons, all hands await the first reports from the new rest home. Set Gaedke left for school today, going to Air-frames School in England. Two airplanes received from the 162nd today and both old ones, a "B" and a "D". First Sergeant Renken and Set Korte attended the trial of Corporal Kirby in Nancy today and he received five years for his efforts. We dropped some finished pictures to the front lines today the first in a long time. Jerry was over again last nite and Corporal Arnold thought sure he heard Germans talking, but couldn't find any of his paratroopers. Shower gets a heavy play, with screams of pain being emitted when it.

Sheet No. 6. War Dary April 1945 cont'd

- The operational days grow shorter as Jerry back pedals through Germany. Only nine missions for eighteen sorties today.

  Armament continues harmonization of planes. Corporal Greenlaw returned from England after a four months stay and notified one and all that he is going to get married. Communications works late this nite making monthly meter check on VHF radios. Three Enlisted Men arrived from schools in England, crammed full of knowledge. "Treetop" Arnolds' ship took off today after several days hard work on it. Engineering having a siege of rough engines which is keeping them all on edge. Jerry was over again last night to keep his record intact. Sixty Winth Tactical Reconnaissance Group Headquarters took over in the group its our third group since we've been overseas.
- 20 Well we got ten missions for twenty sorties into the blue today. Everyone is looking sleepy these nights with Jerry's nitely visit getting everyone up at about midnight and later. Engineering section defeated the favored armament team today. Photo section works all night to get the pictures out its getting to be a habit with them. Squadron is officially assigned to the 69th droup as of today. Headquarters section extremely busy typing up efficiency reports on all the officers. It Hazelton our Personnel Officer took off for Germany today to get some more information on Captain Jentzlers' death from the hospital that put in their report only death. He's got a long trip in front of him.
- A pretty good day all around. Twelve missions for twenty-four sorties. Lt Woods brought us five new pilots and all the older pilots perk up when they arrive. Captain Schilder hit the hundred mark in missions. Two pilots RON in Jermany due to weather. Captain McCleary flew Major Flowers the Group S-2 to Mancy in our Pickaback Mustang. Colonel Randerson went up to Germany and brought back a G-47 full of captured German Photo supplies and the Photo section is busy weeding it out. Captain Tapscott returned to the Squadron from XII TAC and resume duties as Operations Officer. Captain Friedman who formerly belonged to this squadron flew in today in a P-47 to pay us a visit. He's with Winth Air Force now. We got our A-20 back from the 162nd today. First Sergeant Renken procured a washing machine today in a wrecked hotel in Germany it was in pretty good shape and will go into operation as soon as a motor is procured for it. Transportation section is still operating as a trucking company.

Sheet No. 7. War Diary April 1945 cont'd

- Weather was bad off and on all day. Not one minute and rain the next. Only seven missions for fourteen sorties completed today. The wind that came with the rain proved to be quite a nuisance. S/Sgt Wetzel picked up a German lathe today and all the exmachine shop operators are all looking into it. One of Nancys' fairest came up here looking for her man in the Squadron today love its wonderful.
- Weather started out bad and then cleared up so only eight missions for sixteen sorties knocked out. Our five new pilots are busy checking out and making orientation flights. Corporal Faul went pickeoack riding in a mustang and got air-sick. Five of our pilots were grounded today having reached the required number of missions. Lots of excitement as to the expected meeting of the Russians and Yanks. Sgts Price and Keller prepare to leave for Armament School in England. Had an accident today Sgt Bell had a can of water heating on the stove when the top flew off and steam burned his face slightly. One of those accidents that can't ever happen, but it loses some man hours.
- 24 Well we went back almost to normal with thirteen missions for twenty six sorties. About the only excitement is the going home rumors that are floating around. Armament has almost finished all their harmonization of the squadron planes. Cpl Finnell took a ride in our Mustang today and ot air sick. That dammed Jerry is still driving his crate around here late at night and keeping everybody awake. Its getting monotonous. It wardle who was recently assigned to the squadron, cracked up in a German training plane and is in a serious condition.
- well we've finally hit it. The lilth Squadron finally had a pilot who flew his lilth mission and appropriately enough it was the Squadron Commander, Lt Colonel Luther W Randerson. Got thirteen missions for twenty six sorties off today. Two of our pilots ran out of gas and had to force land in Dermany. Gas was flown to them in the VC-78 belonging to the 34th Squadron. One serious note of the day there is an irate French husband looking for one of our telephone operators. (Spring is here) Photo section worked all night getting their work finished. Slight accident today one of our pilots taxled into the tail of another Mustang. Lt Heiser returned from the hospital today. Captains angus and Norwood and Major Flowers, three of our old time officers left the Squadron rolls today. All three came over from the States with the Squadron. Word received that Lt Colonel Nesbit is coming to make another inspection, so everything is to be put in order in the morning. Soft ball league under way and and the Officers team has a slight edge, as they have a good pitcher.

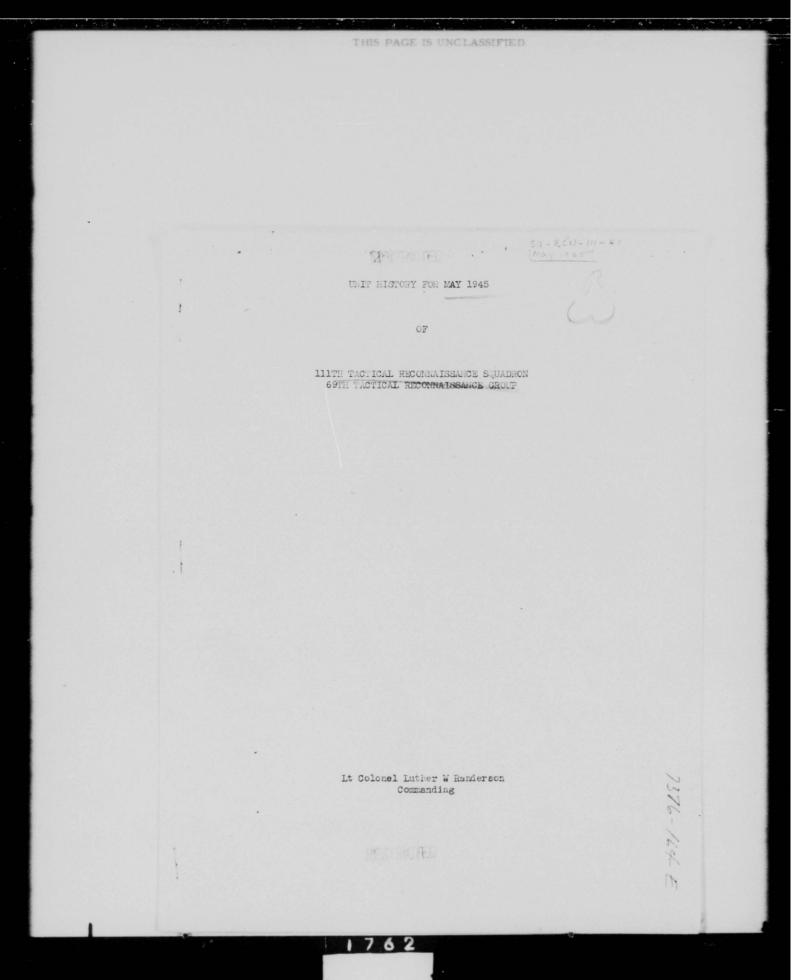
Sheet No. 3. War I ry April 1945 cont'd

- Well we knocked out twelve missions for twenty four sorties today. Captain Tapscott flew his hundredth mission today. Captain
  Wright from the 328th Fighter Control Squadron Joined today for
  duty for thirty days. He scared hell out of everybody when taking off but got it down allright. He said tomorrow, he's going
  to fly the airplane instead of it flying him. We lost our 0-47
  to XII TAC today and quite a few people are unhappy about it, but
  I think they'll recover. To get the battery out of our planes
  they have to take the camera out and that entails work for the
  Photo section. The brains of the Photo section are trying to
  find a way out of it. Jerry still running and our pilots are
  getting in their last licks. Colonel Nesbit didn't show up so the
  place remains cleaned up.
- 27 Bad weather today and only six missions for twelve sorties are flown. Some of our new pilots flew their first mission today, and here the war is almost over. One of our planes had some structural damage when it came in with the tail wheel unlocked, so the Service Squadron gets a work out. Rain drowned out our scheduled ball game today. Colonel Nesbit failed to show up again for the second day running. We can't stand this cleanliness. Captain Lester got back from Paris and got quite a work-out in the hospital there. Orientationlecture on conduct in Germany was given tonite at the Enlisted Men's day room, as we are expecting a move again.
- What a foul day this is, one mission for two sorties and that was only a weather hop, more or less. It Colonel Mesbit arrived about 1420 and started his inspection. Mess was in excellent condition, Meadquarters came out well, our only mix-up was our Medical section. The Colonel will be back in the morning to inspect the bivouac area. It sure is dull when it rains around here.
- 29 A slightly better day and six missions for twelve sorties completed. Three of our Enlisted Men arrived from Paris after a short stay and decide to go back. Colonel Nesbit finished his inspection and from all indications the inspection was a success as far as we know, but we never know till the report comes in. It MacDougall the Group Special Service Officer gave us a phonograph today and it is certainly a welcome addition to the squadron.
- 30 What a short day this was, three missions for six sorties. One of our new pilots knocked down a JU 33 in a short skirmish today. Troops paid off today. The snow was a sight to behold take me back to New York. Lt Hazelton who joined us in April of 1943 received orders to move to Headquarters Squadron of XII TAC today. It looks like the last full month of the war has been completed, with the way Jerry is running. We can't wait.



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NINTH AIR FORCE

XII TACTICAL AIR COMMAND

69TH TACTICAL RECONNAISSANCE GROUP

111TH TACTICAL RECONNAISSANCE SQUADRON

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- I. Outline History
- II. War Diary

Inducted into Federal Service as lllth Observation Squadron: 25 Nov 40

Redesignated as 111th Tactical

Reconnaissance Squadron : 8 Dec 43

Entered foreign service : 27 Sep 42

England : 3 Oct 42

North Africa : 8 Nov 42

Tunisia : 20 Jun 43

Sicily : 14 Jul 43

Italy : 16 Sep 43

Corsica : 20 Jul 44

Southern France : 15 Aug 44

#### SECRET

OUTLINE HISTORY, 111TH TACTICAL RECONNAISSANCE SQUADRON, MAY 1945.

- a. Present designation: lllth Tactical Reconnaissance Squadron, 69th Tactical Reconnaissance Group, XII Tactical Air Command.
  - b. Changes in organization:
    - (1) Changes in designation, assignment, or attachment.
      - (a) Changes in designation: None.
      - (b) Changes in assignment: Relieved from assignment to the 63rd Ftr Ng (First Tactical Air Force (Prov)), and assigned to the Ninth Air Force effective 20 May 1945 per par 2, ltr, Hq Ninth AF, subject, "Assignment and Attachment Order (No. 58)", file 370.5, deted, 16 May 1945.
      - (c) Changes in attachment: None.
    - (2) Changes in command: None.
    - (3) Changes in Table of Organization: None.
  - c. Strength as of 31 May 1945: 44 Officers and 187 Enlisted Men.
  - d. Present station: Hagenau Air Field, Y-39, France since 1 April 1945.
  - e. Movements: None.
  - f. Campaigns:
    - (1) Name: Central Europe.
    - (2) Dates: 22 March 1945 to
  - g. Operations:
    - (1) Nature of Operations: Visual and Photo missions.
    - (2) Number of missions and sorties: 14 missions and 28 sorties.
    - (3) Outstanding missions:
      - (a) Mission of 7 May 45 against area Z-3207 to E-6787.
        - 1. Neture and importance of target: To locate enemy transport movement.
        - 2. Visual observations:

Controller had nothing special for flight. 2 MT mvg N at Z-3207. 5 MT mvg N at E-3092. 4 MT mvg NE into town at E-2787. No movement seen E-2787 to E-6787. 4 to 5 MT mvg about in M/Y at E-6787. This M/Y is about 1/2 filled. No movement seen E-6787 to Z-8013. Bridge out at Z-8212. Road block

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par g (3) (a) 2. continued from page one, Outline History, 111th Tac/R Sq.

(crater) at Z-7715, and road block (crater) at Z-7717. 2 MT mvg S at Z-7619. 4 MT mvg W at Z-7019. Road block ( 3 destroyed MT on road) at Z-5708. 1 ME-109 and 1 twin engine aircraft on airdrome at Z-5609. 6 MT parked off road on west side of airdrome at Z-5609.

- (b) Mission of 7 May 45 against Allsouare area.
  - Nature and importance of target: To check enemy movements along road routes.
  - 2. Visual observations:

All roads in area Z-5630 to E-5392 to E-8483 to Z-5620 to E-5182 to E-2786, have approximately 125 plus MT both ways. Did not have red panels and looked like enemy vehicles.

- (c) Mission of 8 May 1945 against Allsquare area.
  - $\underline{\mathbf{1}}_{ullet}$  . Nature and importance of mission: To locate los' Frazier flight and check enemy road movements.
  - 2. Visual observations:

Baggage requested flight to check area to see if "Frazier" Blue flight had crash landed at Rosenheim. Flight checked this airdrome but saw no signs of a crashed F-6D. Relayed this message through Cornbeef. However, on way home saw F-6D intact on airdrome just east of Munich (X-9456). Allsquare had nothing for flight. Heavy snow on road Z-9003. Weather prevented extensive recce of this area. Flight landed at Ansbach at 1720 due to gas shortage. Returned to base and landed at 1755.

- h. Leaders of important flights: (a) Capt Clark. (b) 1st Lt C.P. Woods. (c) 2nd Lt Markey.
  - i. Losses in action: None.
  - j. Awards received by former and present members:
    - (1) LUTHER W RANDERSON, 0725789, Lt Col.
      - (a) Mission: Visual reconnaissance mission.
- (b) Act: For extraordinary heroism in action against the enemy while flying as wingman in a two ship element of P-51 type aircraft on a reconnaissance mission near Karlsruhe, Germany, 23 February 1945. On this date, Lt Col Randerson observed more than twenty enemy fighters preparing to attack and divert a flight of P-47 fighter-bombers. Completely disregarding the enemy's overwhelming numerical superiority, Lt Col Randerson violently attacked the enemy formation, destroying three of their aircraft and damaging three others. When his lead man's aircraft suffered damaging hits which required him to break combat, Lt Col Randerson protected his withdrawal so effectively that no further attacks were made on the crippled plane. The extraordinary heroism against overwhelming odds displayed by Lt Col Randerson on this occasion are in keeping with the highest traditions of the Armed Forces of the United States.
  - (c) Award: Distinguished Service Cross.

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Historical ecords, 1 Jun 25, per j continued from page two.

(2) RANDERSON, 0725789, Lt Col.

Mission: 7 reconnaissance sorties.

craft in austain operations against the enemy, completed 15 Feb 45.

- (c) 5th OLC to the Air Medal.
- (3) VAN S 5 0686722, 1st Lt.
  - (a), 25 reconnaissance sorties.
- (b) Farticipated in aerial flight as pilot of a F-6C type aircraft in stained or regions against the enemy from 26 Dec 44 to 2 Mar 45.
  - (c) 2nd, 3rd, 4th and 5th OLC to the Air Medal.
  - (4) JOSEPH M. MARK, 01573115, Captain.
    - (a) in sion: 20 reconnaissance sorties.
- (b) Accordance Participated in aerial flight as pilot of a F-6C type aircraft in sustained regions against the enemy from 9 Feb 45 to 2 Mar 45.
  - (c) 3rd, 4th and 5th OLC to the Air Medal.
  - (5) DONALD DUTLER, 0706579, 2nd Lt.
    - (a) fraction: 7 reconnaissance sorties.
- (b) Ac a Participated in aerial flight as pilot of a F-6C type aircraft in sustain a operations against the enemy, completed 31 March 1945.
  - Award: 1st OIC to the Air Medal.
  - 6) RACORY C FRESE, JR, 0829840, 2nd Lt.
    - (a) Missign: 24 reconnaissance sorties.
    - (b) Act: Participated in aerial flight as pilot of a F-6C type airestained operations against the enemy from 8 Feb 45 to 5 Mar 45.
    - (c) Award: 1st, 2nd, 3rd, and 4th OLC to the Air Medal.
  - (7) VICTOR J CENTZLER, 0660258, Captain.
    - (a) Mission: 21 reconnaissance sorties.
- (b) Act: Participated in aerial flights as pilot of a F-6C type aircraft in sustained operations against the enemy from 8 Jan to 23 Fet 45.
  - (c) Award: 6th, 7th, 8th, and 9th OLC to the Air Medal.

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Historical Records, 1 Jun 45, par j continued from page three.

- (8) FRANK HUBACEK, 0820500, 1st Lt.
  - (a) Mission: 25 reconnaissance sorties.
- (b) Act: Participated in serial flight as pilot of a F-6C type sircraft in sustained operations against the enemy from 31 Dec 44 to 19 Feb 45.
  - (c) Award: 2nd, 3rd and 4th OLC to the Air Medal.
  - (9) CHARLES H HARTL, 02015571, 2nd Lt.
    - (a) Mission: 25 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy from 10 Jan to 2 Mar 45.
  - (c) Award: 5th, 6th, 7th, and 8th OLC to the Air Medal.
  - (10) GARLAND W HENDRICKS, 0702799, Captain.
    - (a) Mission: Visual reconnaissance mission.
- (b) Act: For gallantry in action while participating in a visual reconnaissance mission over Karlsruhe, Germany, on 23 Feb 45, Lt Hendricks and his wingman observed a formation of twenty hostile fighters about to attack a flight of F-47 aircraft. Disregarding the tremendous odds Lt Hendricks immediately closed with the foe, end, in a brilliant display of courage and combat skill he destroyed three and damaged one Messerschmitt aircraft.
  - (c) Award: 1st OLC to the Silver Star.
  - (11) GARLAND W HENDRICKS, 0702799, Captain.
    - (a) Mission: 26 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy from 14 Jan to 1 Mar 45.
  - (c) Award: 5th, 6th, 7th, and 8th OLC to the Air Medal.
  - (12) IRVING E SCHUTT, 0692205, 1st Lt.
    - (a) Mission: 23 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy from 8 Feb to 2 Mar 45.
  - (c) Award: 4th, 5th, and 6th OLC to the Air Medal.
  - (13) JOSEPH M SCHILDER, 0663781, Captain.
    - (a) Mission: 22 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy from 29 Jan to 3 Mar 45.
  - (c) Award: 4th, 5th and 6th OIC to the Air Medal.

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Historical Records, 1 Jun 45, par j continued from page four.

- (14) VALENTINE S RADER, 0678932, 1st Lt.
  - (a) Mission: Visual reconneissance mission.
- (b) Act: While participating in aerial flight as pilot of an F-6C type aircraft, 25 Feb 45, despite low overcast, Lt Rader located more than 15 tanks who sent several flights of fighter bombers to attack. On the arrival of the fighter bombers Lt Rader twice disregarded his own personal safety to fly on the deck through intense anti-aircraft and small arms fire to show the fighter bombers where the tanks were.
  - (c) Award: Distinguished Flying Cross.
  - (15) VALENTINE S RADER, 0678932, 1st Lt.
    - (a) Mission: Visual reconnaissance mission.
- (b) Act: For gallantry in action while participating in aerial flight as pilot of an F-6 aircraft. Lieutenant Rader, while flying on a reconnaissance mission in the Stuttgart, Germany area on 22 Feb 45, displayed outstanding courage, skill and devotion to duty in combat against overwhelming odds with two separate flights of 20 enemy ME-109 aircraft. Lt Rader succeeded in destroying three of the enemy aircraft and aided his wingman in the destruction of another. He carried out the flight until his own guns jammed and his plane was damaged. As soon as he and his wingman could break clear of the enemy, they returned to base with valuable information gained from the reconnaissance.
  - (c) Award: Silver Star.
  - (16) VALENTINE S RADER, 0678932, 1st Lt.
    - (a) Mission: 35 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy from 9 Jan to 10 Mar 45.
  - (c) Award: 2nd, 3rd, 4th, 5th, and 6th OLC to the Air Medal.
  - (17) CARL A SODERMARK, 0816947, 1st Lt.
    - (a) Mission: 24 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy from 2 Jan 45 to 26 Feb 45.
  - (c) Award: 6th, 7th, and 8th OLC to the Air Medal.
  - (18) WALTER J VETTER, 0689921, 1st Lt.
    - (a) Mission: 30 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy from 2 Feb to 11 Mar 45.
  - (c) Award: 1st, 2nd, 3rd, 4th, and 5th OLC to the Air Medal.

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Historical Records, 1 Jun 45, par j continued from page five.

- (19) WALTER J VETTER, 0689921, 1st Lt.
  - (a) Mission: Visual reconneissance mission.
- (b) Act: For gallantry in action while participating in aerial flight as pilot of an F-6 aircraft. On 22 Feb 45 Lt Vetter and another reconnaissance pilot encountered a formation of more than twenty LE-109 aircraft in the area of Stuttgert, Germany. Although greatly outnumbered the reconnaissance pilots closed with the enemy. In the ensuing encounter Lt Vetter destroyed two hostile planes and aided his leader in the destruction of another. When forced to give up the attack because of lack of ammunition, Lt Vetter skillfully eluded the enemy and returned to his base.
  - (c) Award: Silver Star.
  - (20) CECIL R WRIGHT, 0704796, 1st Lt.
    - (a) Mission: 27 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of an F-60 type aircraft in sustained operations against the enemy from 13 Jan 42 to 1 Mar 45.
  - (c) Award: 2nd, 3rd, 4th and 5th OLC to the Air Medal.
  - (21) HOSEA M WYRICK, 0704799, 1st Lt.
    - (a) Mission: 35 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of an F-60 type aircraft in sustained operations against the enemy from 25 Dec 44 to 5 Mar 45.
  - (c) Award: 1st, 2nd, 3rd, 4th, 5th, and 6th OLC to the Air Medal.
  - (22) RODERICK K WYLIE, 0704798, 1st Lt.
    - (a) Mission: 30 reconnaissance sorties.
- (b) Act: Participated in serial flight as pilot of an F-6C type sircraft in sustained operations against the enemy from 15 Jan 45 to 10 Mar 45.
  - (c) Award: 2nd, 3rd, 4th, and 5th OLC to the Air Medal.
  - (23) JESSE E WILLIAMS, JR, 0692242, 1st Lt.
    - (a) Mission: 36 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy from 2 Jan 45 to 10 Mar 45.
  - (c) Award: 1st, 2nd, 3rd, 4th, and 5th OLC to the Air Medal.
  - (24) FRANK C WEAVER, 0821818, 1st Lt.
    - (a) Mission: 27 reconnaissance sorties.
    - (b) Act: Participated in aerial flight as pilot of an F-6C type air-

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Historical Records, 1 Jun 45, par j (24) (b) continued from page six.

craft in sustained operations against the enemy from 8 Jan to 25 Feb 45.

- (c) Award: 2nd, 3rd, 4th, and 5th OLC to the Air Medal.
- (25) CHARLES P WOODS, 0687274, 1st Lt.
  - (a) Mission: Aerial engagement.
- (b) Act: For oustanding courage in action in the destruction of one AE-109 on 26 December 1944 near Karlsruhe, Germany.
  - (c) Award: 1st OLC to the Air Medal.
  - (26) CHARLES P WOODS, 0687274, 1st Lt.
    - (a) Mission: 26 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy from 30 Dec 44 to 2 Mar 45.
  - (c) Award: 2nd, 3rd, 4th, and 5th OLC to the Air Medal.
  - (27) EIMER A ZSARNAY, 0706604, 2nd Lt.
    - (a) Mission: 22 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy from 9 Feb to 5 Mar 45.
  - (c) Award: 1st, 2nd, and 3rd OLC to the Air Medal.
  - (28) DALE A STRUBLE, 0827535, 2nd Lt.
    - (a) Mission: 6 sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy from 13 Feb 45 to 16 Feb 45.
  - (c) Award: 1st OLC to the Air Medal.
  - (29) RICHARD G HENRICKS, 0818076, 1st Lt.
    - (a) Mission: 29 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of an F-6C type aircraft in sustained operations against the enemy from 14 Jan to 3 Mar 45.
  - (c) Award: 3rd, 4th, 5th, and 6th OLC to the Air Medal.
  - (30) WILLIAM H HUMBLE, 0710702, 1st Lt.
    - (a) Mission: 15 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy from 5 Jan to 25 Feb 45.

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Historical Records, 1 Jun 45, par j (30) continued from page seven.

- (c) Award: 2nd and 3rd OLC to the Air Medal.
- (31) LOREN H KORHONEN, 0701771, 1st Lt.
  - (a) Mission: 27 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy from 15 Jan to 3 Mar 45.
  - (c) Award: 3rd, 4th, 5th, and 6th OLC to the Air Medal.
  - (32) FRED J LANCASTER, JR, 0696702, 2nd Lt.
    - (a) Mission: 6 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy, completed 4 Mar 45.
  - (c) Award: 1st OLC to the Air Medal.
  - (33) JOHN R LUTZ, 0438450, Major.
    - (a) Mission: 22 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy from 16 Jan to 25 Feb 45.
  - (c) Award: 5th, 6th, 7th, and 8th OLC to the Air Medal.
  - (34) GEORGE C McCLEARY, 0700209, Capt.
    - (a) Mission: 34 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy from 2 Jan to 28 Feb 45.
  - (c) Award: 4th, 5th, 6th, 7th, and 8th OLC to the Air Medal.
  - (35) OLIVER W REESE, 0702840, 1st Lt.
    - (a) Mission: 25 reconnaissance sorties.
- (b) Act: Participated in aerial flight as pilot of a F-6C type aircraft in sustained operations against the enemy from 30 Dec 44 to 2 Mar 45.
  - (c) Award: 6th, 7th, 8th, and 9th OLC to the Air Medal.
  - (36) JOHN SLACK, 38052666, S/Sgt.
    - (a) Mission: Sicilian and Italian campaigns.

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Historical Records, 1 Jun 45, par j (36) continued from page eight.

- (b) Act: For meritorious service in direct support of combat operations from 14 July 1943 to 19 July 1944.
  - (c) Award: Bronze Star Medal.
  - (37) ALFRED A KUNZE, 18104725, Pfc.
    - (a) Mission: Rome-Arno campaign, Souther France campaign, Rhineland campaign and Central Europe campaign.
- (b) Act: For meritoricus service in direct support of combat operations from 1 July 1944 to 31 March 1945.
  - (c) Award: Bronze Star Medal.

FOR THE SQUADRON COMMANDER:

James (1. Cutes)
JAMES A ARTIS, JR
Capt, AC

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ienth of May 1945

111th Tactical Reconnaissance Squadren, Haguenau, Prance

AR DIARY

Prepared by: FARD C MCROOM, Captain, Air Corps, Intelligence

- l First day of the new month began with three missions and six sorties in the face of bad meather. Everyone is expecting the war to end shortly and all personnel are feeling in good spirits. Both the enlisted men's and officers bars are doing a mishing business. Engineering section lost to Armament section in softball in an intra-squadron game.
- No missions today the weather being the cause. A very cold and cloudy day. Rest furloughs to angland recommenced with one enlisted man making the trip. Group Air Inspector began his inspection of the squadron today with all sections hoping for the best. All pilots went over to group for a dental inspection. Angineering section won a softball game beating Headquarters to the tune of 6-3.
- 3 Only one mission was florm of two sorties our weatherman not being able to change the weather. Three pilots took off for rost camp, a change of scenery always being helpful. Armament section finished cleaning and harmonizing the guns on all planes. The enlisted men's bar is a lively place every day now since their acquisition of a phonograph. The intra-aquadron softball tournament is in full swing now, the Officers timing their first game 3-0 from the Armament section. Everyone hit the sack hoping for an end to rain.
- 4 One mission of two sorties was added to the squadron's total today before the rains came. A second mission took off but engine trouble forced Lt. Wright to land at Augsburg before he could get to the bembline. Photo section is hoping for some work to come in after many days of inactivity. The mail man brightened everyone's life by coming through with many packages and letters. Radio reports have it that Mitler is dead. An important day for all if such news is true. V-2 day can't be far off now.
- 5 My God, won't it ever stop raining. Flying was impossible today, and the roads are becoming flooded on the field. Lt. Bayman's shower went into operation today, and everyone is eager to use it, after having been forced to take helmet baths or go to Strasbourg to get one. Two more palots left for rest camp.
- 6 The weather let up somewhat, resulting in one mission for two sorties in the late afternoon. Many locals were flown today, all pilots trying to get in their flying time for the month before v-2 day arrives. The remains of Lt. Geddis were found at Lauterburg where he had been buried by the French, and what was left of his plane. The Jerries helped bury him.

1773

Sheet No. 2

War Diary - May 1945 cent'd -

- 7 The amountement that the Germans had surrendered at O2hl hours today was happily received and the new that V-s day would be temorrow caused excitement, but very little celebration. In spite of the surrender, the squadron flew few wis ions of eight corties. It, fright fluxely came back from Augsburg where he had been stranded. Nord was received that Lt. Sourgeon and Lt. Brith were in the Moosburg Pd camp, and messages were dropped to them by Colonel Randerson. It was good news to hear that they were alive and in fairly good health. Captains headricks and Schilder and Lieutements Henricks and Marth received their retation orders and will leave for home townrow. The first premotions in a long time came through for five of our onlicted non. All in all, today was one of our best days.
- Four missions of dight sorties were completed today. No socidents and no bad luck. Awards came through for most of the pilots, all getting one or two clusters for their Air Medal. Oburchill made a speech at three o'clock stating that V-m day would be at 0001 hours tomorrow, but although many stayed up until midnight, we had very little drinking or celebration.
- 9 No work today for most of the squadron. Towaver, four patrel missions of eight sorties were flown. Nost of the squadron a reconnel spent the day participating insports or in the sack. The enlisted men's softball term lost to the 22nd Squadron. Three enlisted men sent to Annecy for rest. We are all wondering now what the future will bring. Tost have hopes of going home, which they well deserve.
- 10 Two patrol missions of four sorties was the score today. Four pilots off to rest camp today with five pilots returning from rest camp. S/Sgt. Stalnaker, Operations sectionhead received his orders for a 45 day furlough in the States. Photo section began a checkup and cleaning of all cameras in planes. Everyone is taking advantage of the decrease in work by playing ball and armament section again trounced angineering section in an intrasquedron game. Morale is high, and everyone debating on what the basis for going home will be.
- 11 Two more patrol missions of four sorties was today's total missions flown.

  A training program for the squadron was amounted, with sports to play a large part. Plenty of comments on the subject, but we all know it must be followed. Sgt. Tisdale, squadron Truckmaster, received his rotation orders to the U.S. Where in the hell is our mail?
- 12 We continue to fly patrol missions, with two missions and four sorties being flown today. Today we flow a 2/33 formation over Colmar for the benefit of our French friends down there. Cur training program began today with close order drill, caliathenics and sports. Seven Infantry Limited Service enlisted men arrived today assigned to the squadron. Horale is high in spite of the training program.

sheet No. 3

War Diary - May 1945 cont'd -

- 13 More patrol missions today, two missions of four sorties being chalked up by our pilots. Capt. Clark flew to Numberg to get needed parts for our planes. Other than flying missions, no work was accomplished for the day was considered a day of rest as it is in the States. Some of the men made a trip to our old friends the French squadron at Colmar enjoying a pleasant visit and meal with them and then visiting an old beautiful castle nearby. Everyone was in a good mood today and took life easy.
- 14 Two patrol missions of four sorties flown today along with a number of local training hops. A training schedule was set up for transition by the 31th pilots to P-51s and for our pilots to P-36s which will begin tomorrow. Major Lutz flew to Cognac, France to get some badly needed liquor for both the enlisted men's and officers' bars and came back with a good stock of several brands of cognac. Good weather today resulted in two softball games, Headquarters winning from Armament and the Officers beating the 18th PTU. The day ended with the bars doing a rushing business.
- 15 Another summy day with two patrol missions of four sorties completed. Local flying training missions all day long and the 3lth pilots beginning their transition after preliminary instructions by Operations and Engineering. Several more awards for the pilots came through. All planes are being given a thorough check up to determine any defects. Records inspection team from Group came over today to go through the records. Squadron now to post base and town guards every sixth day. All in all, a fine day.
- 16 Patrol missions over the Austrian Alps ended as of yesterday, so the squadron is now concentrating on training flights, with 34th pilots participating in transitional flights. The point system for discharge and for going to CBI or Army of Occupation has been announced which has caused widespread discussion and bitching among all personnel. Sgt. Barrall left for England on a seven day furlough, and Sgt. McCallister went to the hospital. Nothing else of interest for the day except 100 hour inspection completed on all airborne radio equipment.
- One of our ships damaged when a 34th pilot careened off the runway in landing and ended up in the cornfield. Only minor damage. Col. Deering of XII TAC made an inspection of the angineering section which turned out quite well. The day saw the return of Sgt. Slack from school in angland where he saw a former squadron member George Konoff who was last reported as missing in action. S/Sgt. Turner left for home on rotation on the point basis being the high point man in the squadron. There has been a fifty percent increase in letter writing caused by the relaxation of censorship restrictions. Capt. Artis and committee went to Strasbourg to secure a dance hall for an enlisted men's dance to be held soon. Pfc. Misbet made Corporal today, a well deserved promotion. Quite a busy day, with the enlisted men hoping for more quotas on rotation to come
- 18 Local training continued, with many of our pilots checking out in P-38s.
  Another plane was damaged in landing today. Articles of War read to all men and pay vouchers signed. A loudspeaker was set up by Sgt. McCoy in the tent area for the benefit of all and is proving a good morale item. A rather quiet day.

Sheet No. 4

War Diary - May 1945 cont'd -

- 19 Operations program for the day consisted solely of training flights, in spite of frequent showers. All guns in planes are being left unloaded.

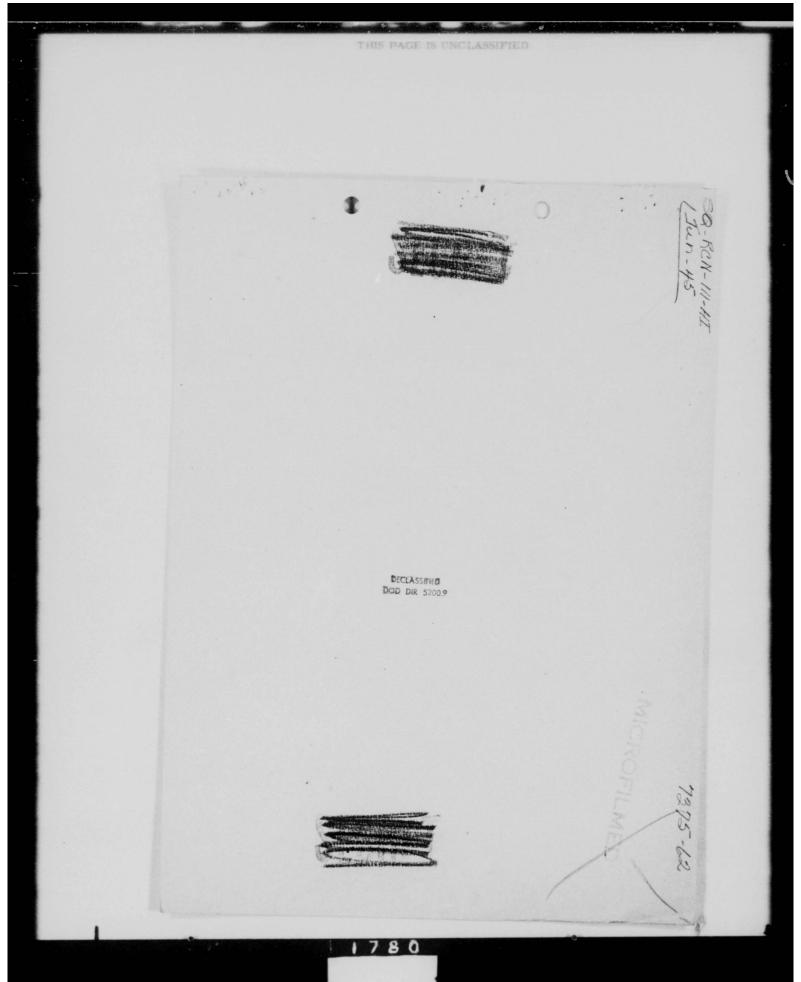
  Jandron returned to communication section from group adding another switchboard operator to the squadron. Nothing exciting or new today.
- The weather continued to be uncertain with showers most of the day which curtailed all flying except for a cross country by Capt. Clark to Hancy on administrative matters. It. Col. Randerson returned from Cannes today to find that he had been awarded the DSC which resulted in quite a celebration at the Officer's Club. Three officers returned from rest leave at Cannes. Today being Sunday, very little work was required. The communication section had their troubles with Frenchmen however. They were Salvaging old copper wire along the roads and cut our lines to help disentangle the mess.
- 21 No flying today per XII TAC order. Weather was bad anyway. Capt. Clark and It. bloton gave lectures to pilots on their sections. bleven planes are to be transferred from the squadron and are being given final checks. A committee was formed to prepare a squadron album for a scuvenir. Good show, it will make a wonderful record of our overseas experiences. Capt. Korosy and Sgt. Petrecca left for Germany to visit their brothers. Some enlisted men went to Marienthal this evening to watch the French celebration. This being a quiet day nearly everyone spent their time either eating or sleeping.
- 22 Weather cleared up a bit resulting in some local training flights. Training schedule for enlisted men went into effect today, with many comments by those concerned. Sgt. Witson chosen as business manager for preparation of the squadron album. Profile serial numbers of all personnel are being entered in the records. It is a new system giving general information on a man's health.
- 23 More local flying today and Capt. Glark went on a cross country flight.
  Training program now in full swing. The first enlisted men to go to the
  Riviera left today for Cannes on a seven day furlough. All personnel now on
  temporary duty in the U.S. are transferred, which includes Lt. Gossett who
  has been gone almost a year. Enlisted men played 22nd Squadron and won 2-1
  in a tight softball game. Darkroom set-up in enlisted men's day room and
  is being given much use.
- 24 In addition to local training flights today, some of the pilots are renewing their instrument cards getting their time in the AT-6 of the loth Sq. The Infantry Limited Service men were assigned to transportation except for one who was assigned to Armament. Weather still cloudy and rainy, so with little to do, the day was a long one.
- 25 No flying today except a cross country by Capt. Clark. Much drilling and practice for a group review parade tomorrow. Squadron did not look too bad considering the many months since any such drill was performed. Pfc. Demmey transferred to the Mess Section from Photo. Trip tickets made out on all power units, enforcing an obsolete W.B. regulation. Hardly any work was done today in order to get the squadron in shape for the review tomorrow.

Sheet No. 5

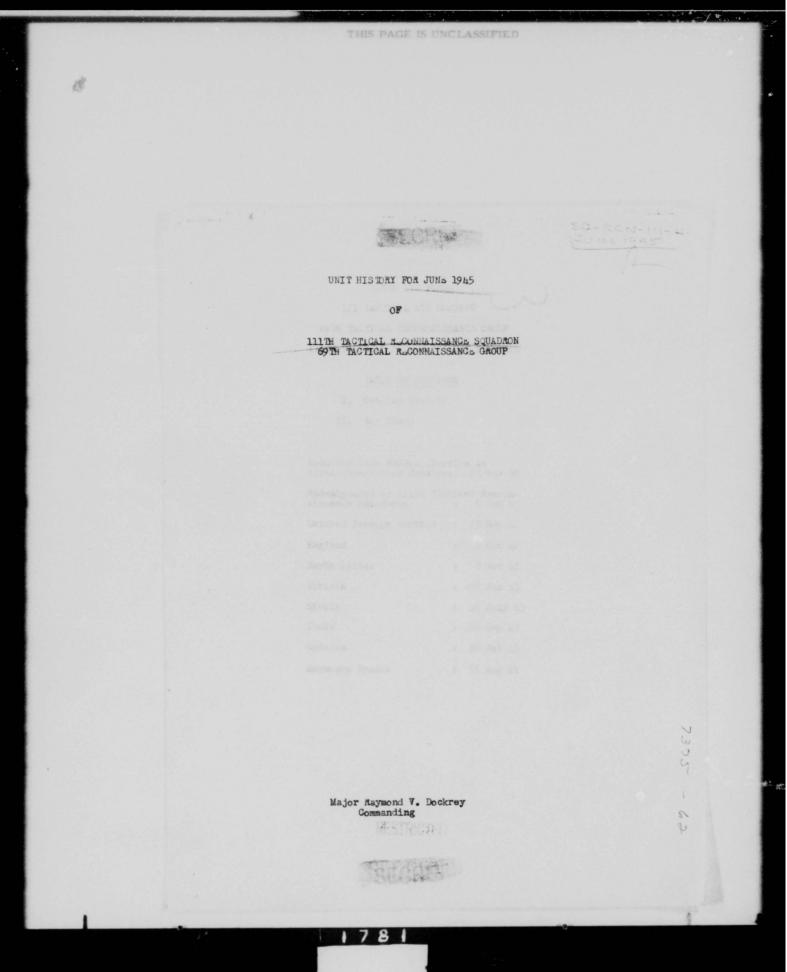
War Diery - May 1945 cont'd -

- 26 No flying today because of the group parade which went off fairly well, at least for our squadron. Planning of training lectures for next week completed today. Armament lecture given by Sgt. Watson. Tent area was inspected. The afternoon was devoted to taking pictures of all personnel for the squadron album, and the evening was spent at the bar as usual.
- 27 Morning was spent in lectures. A first aid lecture came first followed by one on the care and cleaning of the carbine and .15 automatic. This was followed by close order drill completing the morning's program. Local flying took up the rest of the day. Days go by more slowly now, but all are still in high spirits.
- 28 Local flying continued today with the weather clear and warm. Squadron was awarded the Presidential Citation, one that was very well deserved and all were more than pleased to receive this honor. The citation ribbon certainly helps make the uniform lock better. Capt. Angus, our former adjutant who was Adjutant for the Provisional Group has been reassigned to this squadron, and is to be executive Officer. Pfc. Cox was transferred from Communications to the Officers' Mess section. Certainly an eventful and happy day.
- 29 Both 34th pilots and our pilots continued local flying today of our planes A flat tail-wheel tire caused Capt. Glark to have an accident in landing, with injury only to the plane. Close order drill, calisthenics and Army Crientation were included in the ground training program for today. The squadron was notified that it is entitled to a bronze battle star for participation in the anti-submarine campaign in Algeria and French Morocco. Radio equipment on D.S. to group was returned to the squadron today.

  Just another day in the Army, and everyone in good spirits.
- 30 No flying today, the morning being taken up with Memorial Day exercises and a group review. Lt. Rader was presented the Silver Star and DFC, and Capt. Clark received the DFC, presentation being by a XII TAC official. Training films for all personnel in the afternoon ended the day's program. Nothing in the evening but the usual card games and drinking at the bar.
- 31 Last day of the month saw our pilots flying local missions. All planes grounded in 10th and 22nd Squadrons transferred to the 11th. Morning's lecture consisted of field pack and pup tent pitching. T/Sgt. Hall and S/Sgt. Gandy left for 90 days detached service. Electrical wiring put in all tents for lights and radios, evidently expecting to stay around here for a while. The month ended with morale still high and enlisted men spending some time each day discussing the point system of rotation, and the officers wondering what is to become of them. Thus ended the last month of the suropean Mar.



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NINTH AIR FORCE

XII TACTICAL AIR COMMAND

69 TH TACTICAL RECONNAISSANCE GROUP
111TH TACTICAL RECONNAISSANCE SQUADRON

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I. Outline History

II. War Diary

Inducted into Federal Service as 111th Observation Squadron: 25 Nov 40

Redesignated as 111th Tactical Reconnaissance Squadron: 8 Dec 43

Entered foreign service : 27 Sep 42

England : 3 Oct 42

North Africa : 8 Nov 42

Tunisia : 20 Jun 43

Sicily : 14 July 43

Italy : 16 Sep 43

Corsica : 20 Jul 43

Southern France : 15 Aug 44

OUTLINE HISTORY, 111TH TACTICAL RECONNAISSANCE SQUADRON, JUNE 1945.

- A. Present designation: lllth Tactical Reconnaissance Squadron, 69th Tactical Reconnaissance Group, XII Tactical Air Command.
  - B. Changes in Organization: None.
  - C. (1). Changes in designation, assignment, or attachment.
    - (a). Changes in designation: None.
    - (b). Changes in Assignment: None.
    - (c). Changes in attachment: None.
  - (2). Changes in command: Raymond V. Dockrey, 0-421770, Major, Air Corps, Hq 69th Tac/R Group, succeeding Luther W. Randerson, 0-725789, Lt. Colonel, Air Corps, as commanding officer on 5 June 1945. Latter transferred to ZI.
    - (3). Changes in Table of Organization: None.
  - C. Strength as of 30 June 1945: 166 enlisted men and 30 officers.
  - D. Present station: Haguenau Air Field, Y-39, France since 1 April 1945.
  - E. Movements: None.
  - F. Campaigns: None.
  - G. Operations: None.
  - H. Leaders of important flights: None.
  - I. Losses in action: None.
  - J. Awards received by former and present members:
    - (1). Joseph M. Clark, Captain, 0-1573115.
      - (a). Mission: Visual Reconnaissance.
    - (b). For extraordinary achievement while participating in aerial flight as pilot of an F6C type aircraft over Pforzheim, Germany on 24 March 1945, and over Germany on 9 April 1945.
      - (c). Award: 6th and 7th OLC/AM.
    - (2). Raymond V. Dockrey, 0-421770, Major.
      - (a). Mission: Visual Reconnaissance.
    - (b). Act: Participated in aerial flight as pilot of an F6C type aircraft in sustained operations against theenemy during the month of April 1945.
      - (c). Award: Air Medal.

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OUTLINE HISTORY, 111th Sq., June 1945, para. J continued:

- (3). Walter W. Dickson, 8-429619, Major.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participated in aerial flight as pilot of an F6C type aircraft in sustained operations against the enemy during the month of April 1945.
  - (c). Award: Air Medal.
- (4). Donald A. Dutler, 0-706579, 1st. Lt.
  - (a). Visual Reconnaissance mission.
- (b). Act: Participated in aerial flight s pilot of an F6C type aircraft in sustained operations against the enemy 2h-29 March 45; extraordinary achievement while participating in a reconnaissance flight over Germany on 8 April 45; extraordinary achievement in the destruction of an ME-109 German aircraft while participating in a reconnaissance flight over Germany on 16 April 45.
  - (c). Awards: 2nd, 3rd and 4th OLC/AM.
- (5). Albert W. Gunther, 0-464163, 1st. Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations against the enemy during the period 28 April through 7 May  $19\,h5$ .
  - (c). Award: Air Medal.
- (6). Robert A. Hopper, 0-829696, 2nd Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations against the army during the period 26 April through 8 May 1945.
  - (c). Award: Air Medal.
- (7). William H. Humble, 0-710702, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations against the enemy during the period 5 March through 23 March 1945, and during the period 24 March thru 21 Apr.
  - (c). Awards: 4th and 5th OLC/AM.

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OUTLINE HISTORY, 111th Sq., June 1945, par J continued:

- (8). Fred J. Lancaster, 0-696702, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations against the enemy during the period 5-24 March 45; for extraordinary achievement in flight on 3 April 45, and for extraordinary achievement in flight on 29 April 45.
  - (c). Awards: 2nd, 3rd and 4th OLC/AM.
- (9). John B. Loeschen, T-61169, F/O.
  (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations against the enemy during the period 29 April 45 through 7 May 45.
  - (c). Award: Air Medal.
- (10). John R. Lutz, 0-438450, Major.
  - (a). Wission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement while participating in an aerial flight over Germany as pilot of an F6C type aircraft on 15 April 1945.
  - (c). Award: 9th OLC/AM.
- (11). William J. Lutz, 0-827235, 2nd Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations against the enemy during the period 13 March thru 26 March, and during the period 26 March thru 14 April 1945.
  - (c). Awards: Air Medal and 1st OLC/AM.
- (12). Marvin B. Markey, Jr., 0-827237.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Extraordinary achievement while participating in aerial flight over Germany as pilot of an F6C type aircraft on 16 March 1945; for participation in aerial flight as pilot of an F6C type aircraft during sustained operations against the enemy during the period 19 March thru 1 April, and 2 April thru 20 April 1945.
  - (c). Awards: Air Medal and 1st and 2nd OLC/AM.

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OUTLINE HISTORY, 111th Sq., June 1945, par j cont.

- (13). Robert B. McCanlis, 0-827240, 2nd Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations against the enemy during the periods 11 March thru 24 March, 25 March thru 12 April, and 16 April thru 1 May 1945.
  - (c). Awards: Air Medal and 1st and 2nd OLC/AM.
- (14). Gregory C. Frese, Jr., 0-829840, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Extraordinary achievement in aerial flight as pilot of an F6C type aircraft in operations against the enemy on 18 March 1945, and for participation in sustained operations against the enemy during the period 24 March thru 15 April 1945.
  - (c). Awards: 5th and 6th OLC/AM.
- (15). Loren H. Korhonen, 0-701771, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement in aerial flight as pilot of an F6C type aircraft in operations against the enemy on 25 March 1945.
  - (c). Award: 7th OLC/AM.
- (16). Jesse E. Williams, Jr., 0-692242.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement in aerial flight as pilot of an F6C type aircraft in operations against the enemy on 16 March 1945 and the 8 April 1945.
  - (c). Awards: 6th and 7th OLC/AM.
- (17). Charles P. Woods, 0-687274, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement in aerial lfight as pilot of an F6C type aircraft in operations against the enemy on 18 March 1945.
  - (c). Award: 6th OLC/AM.
- (18). Hosea M. Wyrick, 0-701,799, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement in aerial flight as pilot of an FoC type aircraft in operations against the enemy on 25 March 1945 and in sustained operations against the enemy from 31 March to 18 April 45.

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OUTLINE HISTORY, 111th Sq., June 1945, par j cont.

- (c). Awards: 7th and 8th OLC/AM.
- (19). James A. Beggs, 0-831332, 2nd Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations against the enemy during the period 26 April thru 8 May 1945.
  - (c). Award: Air Medal.
- (20). Frank D. Bell, 0-931334, 2nd Lt.
  - (a). Wission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement while participating in aerial flight as pilot of an F6C type aircraft in operations against the enemy on 12 April 1945.
  - (c). Award: Air Medal.
- (21). Dan M. Boone, Jr., 0-2059726,
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations against the enemy during the period 19 April thru 7 May 1945.
  - (c). Award: Air Medal.
- (22). Van S. Brokaw, 0-686722, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). For extraordinary achievement in aerial flight as pilot of an F6C type aircraft in operations against the enemy on 5 April 1945.
  - (c). Award: 6th OLC/AM.
- (23). George C. McCleary, 0-700209, Captain.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement in aerial flight as pilot of an F6C type aircraft on 23 March 1945 and 7 April 1945.
  - (c). Awards: 9th and 10th OLC/AM.

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OUTLINE HISTORY, 111th Sq., June 1945, par j cont.

- (24). Robert T. Meadows, Jr., 0-827244, 2nd Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations against the enemy during the periods 11 thru 24 March, 24 March thru 10 April, and 10 thru 24 April, 1945.
  - (c). Awards: Air Medal and 1st and 2nd OLC/AM.
- (25). Valentine S. Rader, 0-678932, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement in serial flight as 18 March 1945.
  - (c). Award: 7th OLC/AM.
- (26). Irving S. Schutt, 0-692205, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraord nary achievement in aerial flight as pilot of an F6C type aircraft in operations against the enemy on 25 March 1945 and on 20 April 1945.
  - (c). Awards: 4th and 5th OLC/AM.
- (27). Richard E. Shenk, 0-827303, 2nd Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Partici ation in aerial flight as pilot of an F6C type aircraft is sustained operations against the enemy during the periods 17 March thru 25 March, 26 March thru 10 April and 11 April thru 25 April 1945.
  - (c). Awards: Air Medal and 1st and 2nd OLC/AM.
- (28). Dale A. Struble, 0-827539, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations against the enemy during the period 25 Feb thru 16 March 1945, and for extraordinary achievement on 5 April and on 20 April.
  - (c). Awards: 2nd, 3rd and 4th OLC/AM.

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OUTLINE HISTORY, 111th Sq., June1945, par j cont.

- (29). Wilbur A. Tapscott, 0-680963, Captain.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement as pilot of an FoC type aircraft in operations against the enemy on 24 April 145, and in sustained operations against the enemy during the period 25 April through 7 May 1945.
  - (c). Awards: 1st and 2nd OLC/AM.
- (30). Frank C. Weaver, 0-821818, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement as pilot of an F6C type aircraft in operations against the enemy on 23 March 1945, and in sustained operations against the enemy during the period 24 March thru 22 April 1945.
  - (c). Awards: 6th and 7th OLC/Am.
- (31). Walter V. Woods, 0-820441, 2nd Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in sustained operations egainst the enemy during the period 26 April thru 8 May 1945.
  - (c). Award: Air Medal.
- (32). Cecil R. Wright, 0-704796, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement in abbial flight as pilot of an F6C type aircraft in operations against the enemy on 17 April 1945.
  - (c). Award: 6th OLC/AM.
- (33). Chester H. Wright, 0-729399, Captain (attached).
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement in aerial flight as pilot of an F6C type aircraft in operations against the enemy on 5 May 45.
  - (c). Award: Air Medal.

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OUTLINE HISTORY, 111th Sq., June 1945, par j cont.

- (34). Roderick K. Wylie, 0-704499, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement in aerial flight as pilot of an F6C type aircraft in operations against the enemy on 20 March and on 15 April 1945.
  - (c). Awards: 6th and 7th OLC/AM.
- (35). Elmer A. Zsarnay, 0-706604, 1st Lt.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: Participation in aerial flight as pilot of an F6C type aircraft in operations against the enemy during the period 15 April thru 26 April 1945 and on 26 April 1945.
  - (c). Awards: 4th, 5th and 6th OLC/AM.
- (36). Francis A. Staszak, 16022561, S/Sgt.
  - (a). Mission: Outstanding services.
  - (b). Act: Services rendered as crew chief 14 July 1943/19 July 1944.
  - (c). Award: Bronze Star.
- (37). R. D. Turner, 20820369, S/Sgt.
  - (a). Dission: Outstanding services.
  - (b). Act: Services rendered in communications 18 Oct 14/20 Apr 45.
  - (c). Award: Bronze Star.
- (38). Charles B. Johnson, 20820330, M/Sgt.
  - (a). Mission: Outstanding services.
- (b). Act: Services rendered as NCO communications chief 18 Oct 44/20 April 45.
  - (c). Bronze Star.
- (39). Ralph D. McCoy, 18058070, s/sgt.
  - (a). Mission: Outstanding services.
- (b). Act: Services rendered as radio repair section chief 8 Nov 42/20 April 45.
  - (c). Award: Bronze Star.

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OUTLINE HISTORY, 111th Sq., June 1945, par j cont.

(40). Walter E. Watson, Jr., 20134740, M/Sgt.

(a). Mission: Oustanding services.

(b). Act: Services rendered as Armament Section chief NGO during the period 1 May 1944/8 May 1945.

(c). Award: Bronze Star.

For the S JUADRON COMMANDER,

Tuddinay
FRED C. KOROSY,
Capt., Air Corps,
Intelligence Officer.

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Month of June 1945

lllth Tactical Recommaissance Squadron, Nuraberg, Germany

WAR DIARY

Prepared by: FRED C KOROST, Captain, Air Corps, Intelligence

- The month of June started off with continued local flying and training for pilots. The day saw quite a few of our personnel transferred or sent to schools. Capt. Fazekas, who was assigned to us but was Group Statistical Officer, was transferred to the 63rd Fighter Wing. T/Sgt. Carothers, S/Sgt. Morgan and S/Sgt. Spiser left for school in angland, as did Sgts. Fitch and Rebert. T/Sgt. Lodge was granted a 7 day furlough to visit relatives in angland, and Cpl. Greenlaw was given a furlough to angland to marry an anglish lass. All this happened in the midst of rather wintry weather. The day's end saw much conjecturing as to what was going to happen next, and all in fine mettle.
- Plying today consisted of local and training flights for pilots in spite of rainy weather. More transfers and rotations today. Major Latz, our executive officer, was transferred to Group Meadquarters, and everyone was sorry to see him leave the Squadron. M/Sgt. Stepchinski, the line chief, Cpls. Myskey and Olive, both cooks, left for the good old U.S.A. under the point system of rotation, and they will soon be civilians again. Majors Dockrey and Dickson, and Capt. Angus were transferred to the squadron today from Group Meadquarters. Major Dockrey will become our Commanding Officer, Major Dickson will be our Operations Officer, and Capt. Angus, who was with the squadron for a long time, is coming back as axecutive Officer. In the midst of all this activity, 28 aircraft from the 10th and 22nd Squadrons were transferred to us to be "pickled" by us, giving the line sections more than enough work for some time to come.
- More local and training flying for the pilots was the flight program today. The enlisted men were given a boost in morale by the addition of electric lights for each tent with the entire communication section doing the job, and a sunny day after much rain making the day's work a pleasant onel The 28 aircraft transferred to us are all below the 100 hour critical limit and are placed on Flying Storage Status until further notice.
- 4 Local and training flying today for pilots despite cloudy weather, with most of the morning taken up with viewing training films on radar, incendiary bombs, and water purification, at the 3hth Squadron's theater. All money was turned in today for the purpose of exchanging it for a new type of French money, the reason stated was to try to snare the persons who were dealing in the black market.
- Continued local and training flights today. Our Commanding Officer, Lt. Col. Randerson left for the U.S.A. today on a War Bond tour, having completed his tour of duty with lll missions throughout the French Morrocan, Tunisian, Sicilian, Italian, French and German Campaigns. Also leaving for the States today were Capt. McCleary with 109 missions, Lt. Williams with 82, Lt. Wyrick with 81, Lt. Schutt with 78, Lt. Woods, C., and Lt. Wylie with 74 each, and Lt. Weather with 72. Major Dockrey assumed his duties ad Commanding Officer of our Squadron. Cpls. Bicknell and Sullivan left for Nice on a seven day furlough. Morale of the Squadron continues to be high in view of the point system of rotation.

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Sheet No. 2

War Diary - June 1945 cont'd-

- Flying today consisted of the usual local and training flights. However, little of that was done as the day was considered a holiday by order of General misenhower in observance of the first anniversary of the Normandy invasion. Many of our personnel went to Strasbourg on pass, and Capt. Clark and Lt. Meadows went to Paris on a two day leave. M/Sgt. C.B. Johnson and Sgt. Unger were relieved from temporary duty with Group Headquarters and were returned to the squadron for duty. The enlisted men had a dance at the Ville de Paris in Hagenau which was not successful due to the fact that too many outsiders attended and resulted in hard feelings.
- 7 More local and training flights was the air program today. S/Sgt. George left for the States on the point system. Despite the weather being hot, much work work was accomplished on the line on the planes being "pickled". Two men returned from the hospital today, Cpl. Pearson and Pfc. Haney. Lt. Frese was given the additional duty of Asst. angineering Officer, and spent the day at the section familiarizing himself with his new duties.
- 8 Same flying program today as yesterday, with nothing unusual occurring. The photo section completed printing the pictures from their negative file for the squadron album, but have a lot more to do to complete the album. During the day the field was drenched thoroughly twice by heavy rains. The water drains quickly into the ground for the area is sandy and we are thankful for that. Otherwise, we would be mired in the muck.
- 9 The day started off with our squadron losing seven pilots, all with a low number of missions. Lts. Bell, Boone, W.Woods, nopper and Beggs were transferred to the 22nd Tac Ron Squadron and Lts. Gunther and Loeschen went to the 10th Tac Ron Squadron. Our usual Saturday morning review was held and was the only thing accomplished in the morning. Sqt. McCallister, the duty sergeant, went to the hospital again, and Opl. Grande took over his duties. Morale still fairly high.
- 10 More local and training flights today, with nothing out of the ordinary occurring. Lt. Humble, who had 90 combat missions, was finally transferred to the U.S.A. He ran into bad luck several times before finally getting his orders, the last incident was running afoul Col. Shields, who caused a week delay in his papers. The photo section has practically completed the pictures for the squadron album. Cpl. Kirby was taken to the Loire Disciplinary Training Center for a five year stretch as a result of his guard duty. Pfc. Denney was transferred to the 50th Fighter Group, and Sgt. Word was transferred to the 167th Liaison Squadron. To top off today's activities, the squadron was subjected to an inspection by the Group Air Inspector.
- Il Pilot training continued today with local flights, which were completed in the afternoon, rain causing a stand down in the morning. Other than that, the squadron had a quiet day, with the group inspection being completed.

Sheet No. 3

War Diary - June 1945 cont'd -

- 12 The pilots spent the day in continued local and training flights, curtailed to a large degree by rain and cold weather. Mr. Bailey, the North American representative, who has been paying us regular visits, stopped by to bid us farewell since he is returning to the United States. Capt. Clark and Lt. Meadows returned from Paris, bringing with them two pretty nurses who remained overnight and then continued on their way.
- 13 Flying today was again limited by the weather with the result that practically no work was accomplished or necessitated. The squadron received a replacement of an enlisted man who has only 67 points, causing discussion as to why he had been sent to us. The medical section went at their needle pushing with vigor, giving typhoid shots to all, resulting in many sore arms and slight illness. Everyone is still hoping for return to the States, which keeps morale good.
- 14 A warm and sunny day meant increased local flying enabling the pilots to get in a few more hours of flying time. The squadron pilot roster increased by one through the addition of Lt. Maridan from the 63rd Fighter Wing. T/ Sgt. Hall, S/Sgt. Gandy and S/Sgt. Cohen were transferred to the 10th P.I.D. in angland. S/Sgt. Williams and Pfc. Metrecavage were transferred to the United States under the ruling that men of h0 years age and over were to return to the States to be discharged. No other news of importance today.
- No flying today, there being a stand down. Capt. Zimmerman and S/Sgts. Adami and Spencer returned from England, after detouring in Nancy. The day was spent mostly in eating and sleeping, with the rest doing all some good.
- 16 Flying today consisted mostly of photo missions to photograph airfields in France and Germany for the 9th Air Force Headquarters. The morning program was the usual Saturday review in which several of our pilots received Air Medals and clusters, and five enlisted men receiving the Bronze Star. The enlisted men's Day Room was moved to the squadron area because of difficulties that arose at the building they occupied in Hagenau, and two squad tents have been set up for Day Room purposes.
- 17 Local flights were carried out today including some aerobatics, despite cloudy weather. Armament section gave all planss a thorough inspection to make sure all armament was in excellent condition. In the afternoon, notice came in that all aircraft with under 100 hours flying time would be transferred the next day. This notice resulted in available personnel working on the planes to ready them for the transfer.
- 18 In addition to local flights, a photo mission took pictures of airfields for 9th Air Force. All planes with under 100 hours time were transferred, relieving the line sections of much extra work. All our old P-51-Cs were reacquired along with an I-E, AT-6 and 2 Ms-108s. The day ended with all hands busy.
- In the midst of local flights and another photo mission for 9th Air Force, Lt. Rariden was the victime of a take-off accident. He wasn't injured, but the plane is a salvage job. The day was hot and windy and we were happy to see the end of the day arrive.

Sheet No. 4

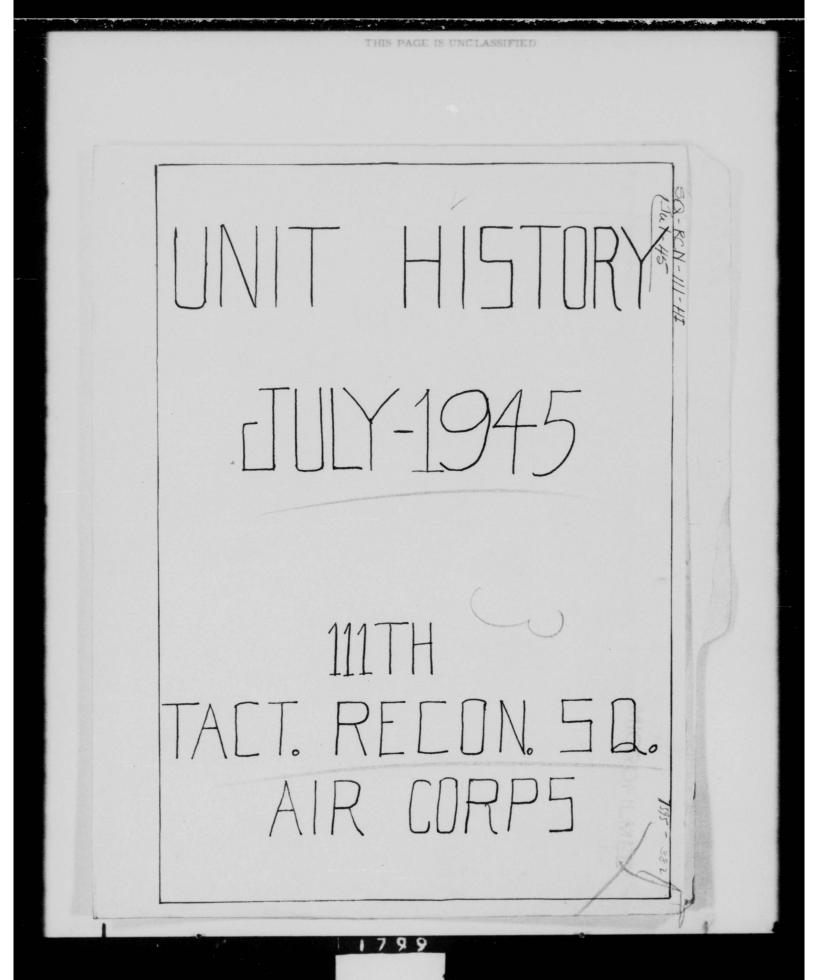
War Diary - June 1945 cont'd -

- Very little flying today, the Officers participating in a softball game against the enlisted men and winning 8-3. Capt. Kitto, our ALO returned to Seventh Army Meadquarters after having served with us for many months and doing a bang up job. Also leaving our fold was Capt. Wright who returned to 64th Fighter Wing after having spent about a month with us to train in P-51s. Four enlisted men returned to the squadron from temporary duty with 6th Group Headquarters. Morale still high and all hoping to see the squadron go home soon.
- 21 Flying schedule today consisted solely of local flights. A demonstrated talk on sabstage was given to all personnel of the squadron and proved of great interest to all. Since the 69th Group is pulling out for the States, we are to move into the buildings vacated by them and work on that has already begun. Lt. Lancaster received his promotion to First, being the third pilot in the last week or so to be promoted to First Lieutenant. Result: a spree at the bar.
- 22 Another stand down day, with no flying at all. The terrific wind and rain storm last might luckily damaged only the Armament section's work tent, and almost blew down all the tents in the area. Utherwise, the day was a day of rest.
- 23 The day started off with another Group review. Three sergeants received the Bronze Star Medal, and Major Dockrey received the Air Medal. Lts. Dutler and Zsarnay received their promotions to First Lieutenant, which they have been "sweating out" for a long time. The photo section printed 720 targets to be used on the firing range for qualifying ratings on the carbine by all personnel.
- 24 In addition to the usual training flights, another 9th Air Force photo missions was flown, the weather being cloudy but good enough for the flights. Five of our officers went on rest leaves to Nancy, Cannes, and Paris. Routine work went on as usual and all personnel still in good spirits.
- The usual local flights was the order of the day, with a special flight taking Lt. Markey to the hospital at Nancy to X-ray his hand which he injured when a gun he was cleaning discharged. Work was in progress moving all sections to the other side of the field, and half of the enlisted men went to the rifle range for qualifying try-outs, and record. Lt. Merritt was assigned to the squadron, having come from the 356th Fighter Group, and having asked for Occupation. Two more enlisted men returned from temporary duty to 69th Group Hq. A day of partial confusion and attempts to get everything in working order as soon as possible.
- More local flying today, and Major Dickson and S/Sgt. Hallett flew to 9th Air Force Headquarters to get the information and papers on the future training program in which we will participate. The Armament spent most of its time cleaning the carbines after the last two days of firing at the rifle range. The most important news today was the news that we were to be in the Occupation Air Force and were to leave shortly for Germany, which made most personnel downhearted, and hoping that they would soon return to the States under the point system of rotation. The evening was spent discussing the aspects of being in the Occupation Air Force and how long the outfit would remain in Germany.

Sheet No. 5

War Diary - June 1945 cont'd -

- Three cross country flights was about all the flying accomplished today, although cool and cloudy weather with intermittent rains curtailed any extensive flying that might have been done. All sections are beginning to pack their equipment for the impending move to Germany. The AT-6 was pushed into the hangar for an inspection, and was the first plane to be worked on inside a hangar since the squadron left the States. Two officers and two enlisted men left this morning as an advanced party to Nurnberg, Germany to make arrangements for the squadron's move, thus completing a rather hectic day.
- 28 Local flying today, with pilots of the 34th Squadron again checking out in our F-51s, and Major Dockrey and Lt. Rader flew to Nurnberg to take a look at our future home. The L-4 is getting a good going over, with new valves and rings being installed. Work continued today on packing all equipment for the move, and everyone wondering what kind of a set up we would have at Nurnberg.
- 29 The only flights today were Capt. Clark's flight to Nurnberg to check the set-up there, and the return of Major Dockrey and Lt. Rader. From all reports, our future home in Germany will be the best the outfit has had since coming overseas. Almost all equipment is ready for loading and everyone waiting for the word as to when we move.
- The last day of the month was a day of little flying. Capt. Clark test hopped several planes, one plane was slow timed, and one cross country to Rheims filled out the day's program. The weather has been very bady for many days now and we are beginning to wonder whether or not we will have summer. Much of the day was spent in loading the equipment for the move on Monday and soon we can bid France "Good-by". Some will leave with regrets and pleasant memories, and some will leave gladly. Yesterday and today saw Capt. Lester, Lt. Risch, and Sgt. Kauffman leave for the hospital, and Cpl. Ltheridge transfer to the 42nd Bomb Wing. Always something happening in the outfit, good or bad.



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UNIT HISTORY
AND WAR DIARY

JULY 1945

111TH TACTICAL RECONNAISSANCE SQUADRON
10TH RECONNAISSANCE GROUP

THIS PAGE IS UNCLASSIFIED UNIT HISTORY JULY 1945 111TH TACTICAL RECONNAISSANCE SQUADRON 10th Reconnaissance Group RAYMOND V. DOCKREY Major Air Corps Commanding

## NINTH AIR FORCE XII TACTICAL AIR COMMAND 10TH RECONNAISSANCE GROUP 11TH TACTICAL RECONNAISSANCE SQUADRON

### OVERSEAS STATIONS

|   | Arrived             | Station                              | Departed           |
|---|---------------------|--------------------------------------|--------------------|
|   | 2 Oct 42            | Guroch, scotland                     | 3 Oct 142          |
|   | 4 Oct 42            | Needham, angland                     | 21 Oct 42          |
|   | 22 Oct 42           | Greenock, Scotland                   | 23 Oct 42          |
|   | 8 Nov 142           | Arzew, Algeria                       | 9 Nov 112          |
|   | 7 Nov 42            | Saint Lew, Algeria                   | 16 Nov 42          |
|   | 16 Nov 42           | Tafarouia, Algeria                   | 19 Dec 42          |
|   | 20 Dec 42           | Oujda, Fr Morocco                    | 4 April 43         |
|   | 4 April 43          | Guercif, Fr Morocco                  | 24 May 43          |
|   | 27 May 43           | Nouvion, Algeria                     | 20 June 143        |
|   | 20 June 43          | Bou Fichia, Tunisia                  | 1 July 43          |
|   | 1 July 43           | Korba North, Tunisia                 | 14 July 43         |
|   | 14 July 43          | Pointe Olivo, Sicily                 | 17 July 43         |
|   | 17 July 43          | Gela West, Sicily                    | 13 Aug 43          |
|   | 13 Aug 43           | Termini East, Sicily                 | 2 Sept 43          |
|   | 2 Sept 43           | San Antonio, Sicily                  | 16 Sept 43         |
|   | 16 Sept 43          | Sele River, Italy                    | 4 Oct 43           |
|   | (One echelon of squ | adron operated from Capaccio A/D, It | aly during most of |
|   | this period).       |                                      |                    |
|   | 5 Oct 43            | Pomigliano, Italy                    | 6 May hlu          |
|   | 6 May W             | Santa Maria, Italy                   | 6 June 144         |
|   | 6 June 111          | Nettuno, Italy                       | 11 June 44         |
|   | 11 June 44          | Galeria, Italy                       | 17 June 44         |
|   | 17 June 44          | Voltone, Italy                       | 2 July 44          |
|   | 2 July 44           | Follonica, Italy                     | 17 July 4h         |
|   | 17 July 44          | Civitavecchia, Italy                 | 19 July 44         |
| - |                     | Borgo, Corsica                       | 26 August lili     |
|   | 26 Aug 44           | St. Raphael, France                  | 5 Sept 44          |
|   | 5 Sept 44           | Valence, France                      | 9 Sept 44          |
|   | 9 Sept 44           | Satolas, France                      | 23 Sept 44         |
|   | 23 Sept 44          | Dijon, France                        | 30 Oct 44          |
|   | 30 Oct 44           | Azelot, France                       | 2 April 45         |
|   | 2 April 45          | Haguenau, France                     | 1 July 45          |
|   | 1 July 45           | Furth, Germany                       |                    |
|   |                     |                                      |                    |

(During the period 17 July through 26 August 1944, the squadron was broken into two echelons, one going to Corsica to continue operations over southern France while the other remained in Italy and participated in the landings on D Day, August 15, and on the 26 August the echelon on Corsica joined the other echelon at 5t. Raphael, France, where operations were resumed.

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OUTLINE HIS FORY JULY - 1945

111TH TACTICAL RECONNAISSANCE SQUADRON

- A. Present designation: lllth Tactical Reconnaissance Squadron, 10th Reconnaissance Group, XII Tactical Air Command.
  - B. Changes in Organization:
    - (1). Changes in designation, assignment or attachment:
      - (a). Changes in designation: None.
    - (b). Changes in assignment: Relieved of assignment to the 69th Reconnaissance Group and assigned to 10th Reconnaissance Group e ffective 2 July 1945 per 1tr Hq. XII Tactical Air Command dated 11 July 1945.
      - (c). Changes in attachment: None.
    - (2). Changes in command: Nene.
    - (3). Changes in Table of Organization: None.
  - G. Strength as of 31 July 1945: 136 enlisted men, 28 officers.
  - D. Present station: Furth (A/F R-28) Germany.
- E. Movements: From Haguenau (A/F Y-39) France to Furth (A/F R-28) Germany, 1 July 1945.
  - F. Campaigns: None.
  - G. Operations: None.
  - H. Leaders of important flights: None.
  - I. Losses in action: None.
  - J. Awards received by former and present members:
    - (1). William E. Zimmerman, Captain, 0-905468.
      - (a). Mission: Meritorious service.
    - (b). Act: Meritorious service in support of combat operations as photo interpreter during the Sicilian, Italian, French and German campaigns from 10 July 1943 through 8 May 1945.
      - (c). Award: Bronze Star Medal.

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OUTLINE HISTORY (cont).

- (2). Robert A. Angus, Captain, 0-446311.
  - (a). Mission: Meritorious service.
- (b). Act: Meritorious service in indirect support of combat operations during the German campaign from 18 October 1944 through 18 April 1945.
  - (c). Award: Bronze Star Medal.
- (3). Fred C. Korosy, Captain, 0-563548.
  - (a). Mission: Intelligence Officer.
  - (b). Act: For meritorious service in indirect support of

combat operations during the Italian , French and German campaigns from  ${\bf 25}$  March 1944 through 8 May 1945.

- (c). Award: Bronze Star Medal.
- (4). Jesse E. Williams, Jr., 1st. Lt., 0-692242.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement in aerial flight on a reconnaissance mission over Germany the 1 April 1915, during which he observed and reported enemy tanks advancing against allied troops, resulting in the destruction of the enemy tanks.
  - (c). Award: Distinguished Flying Cross.
- (5). Charles P. Woods, 1st. Lt., 0-687274.
  - (a). Mission: Visual Reconnaissance.
- (b). Act: For extraordinary achievement in aerial flight while on a reconnaissance mission over Germany, during which he observed enemy aircraft taking off from an airdrome, and he attacked to destroy three of the aircraft and disperse the remainder.
  - (c). Award: Distinguished Flying Cross.

For the Squadron COMMANDER:

FRED C. KORGSY, Capt., Air Gorps, Intelligence Officer.

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THIS PAGE IS UNCLASSIFIED WAR DIARY JULY 1945 111TH TACTICAL RECONSIALSSANCE SQUADRON 10th Reconnaissance Group RAYMOND V. DOCKREY Major Air Corps

1003

Commanding

WAR DIARY

JULY - 1945

111TH TACTICAL RECONNAISSANC SQUADRON

the month of July was one of the most momentous for the squadron. Having reclived the news and orders that it would be in the Occupational Air Force, the squadron packed its equipment and moved to n-28 at rurth, Germany, its new home, and was assigned to the loth reconnaissance Group. The move itself was made without any mishaps but with many misgivings as to the future, for no one knew what the living conditions would be, or what the duties of the squadron were to be under the Occupational Air Force. All personnel were greatly relieved, and morale increased when the squadron arrived at R-28 to find that billets were comfortable and much better than anything heretofore encountered. Not only that, the line sections were highly pleased to know that a hanger in good condition was allocated for their use. Work was begun immediately to set up as permanently as possible and to prepare everything for a long stay. Living quarters were finally definitely assigned to both enlisted men and officers, and work soon was completed in organizing and setting up all sections.

Uncertainty as to duties to be carried out by all personnel was dispelled when the training program was inaugurated. This program, although at first disliked by all, when put into effect, took up part of the day's activities, but did not interfere with sectional duties. The physical training has been well liked by all, giving everyone a chance to participate in some type of sport, and has given us exercise that we all need.

In addition to the training program, the much heralded Information and Education program got under way last month and many of our personnel enrolled in many of the courses offered. The subjects being taught will aid many of the men upon their return to civilian life, although most of our personnel have more than 85 points and are being sent home as rapidly as possible, thereby being

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WAR DIARY (cont).

unable to complete the courses in which they enrolled.

The flying program last month was curtailed almost completely by the fact that much work was being, and is being, done on the runway and taxi strips to make the field as permanent as possible. Only two operational missions were flown, and the rest of the flying consisted of local hops and cross country trips.

During the month of July, the squadron received another quota under the point system to send men home for discharge. The quota was 39, which took most of the high ranking enlisted men, many of whom held important duties in the squadron. As a result of this, there was much readjustment in practically all of the sections. In addition, one man was sent home under the 40-and-over regulation. The number of officers were decreased by the transfer of one to OBI and one to Group Headquarters. In a few months there will be very few of the personnel remaining who came overseas with the squadron, and their loss will be keenly felt. Replacements are trickling in, and probably will continue to do so for some time.

The entertainment facilities on the base and in the Nurnberg area have done much to keep up the morale of the men. The base theater was completed during the month, enabling our men to attend movies every other day, the Aero Club was opened for business and our men are taking advantage of the coffee and doughnuts served there every day. The USO shows have increased recently, well-known stars such as Jack Benny, Bob Hope and Ingrid Bergman have performed for the entertainment of all. The Nurnberg Opera House put on several very good plays which were well attended by us, and there were sport meets out at the Nurnberg stadium.

During the month of July, more officers and enlisted men were sent to rest camps on furloughs and leaves, the usual places of Nice, Cannes, Paris, England

WAR DIARY (cont).

and Annecy being their destinations. Two more localities were added to the list of places to be visited, they being Brussels and Switzerland. Nearly everyone wants to visit Switzerland and the quotas are being eagerly awaited.

Thus ended an eventful month for the lllth Squadron, and the speedly progress of the was is being carefully followed by all in hopes that the war will end quickly.

FRED C. KOROSY Capt., Air Corps Intelligence Officer

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SECRET

# HISTORICAL DATA

111 TACTICAL RECONNAISSANCE SQUN.

August, 1945

SECRET

OFFICIAL DESIGNATION

AIR FORCE: NINTH

COMMAND: 12TH TACTICAL AIR COMMAND

GROUP: 10TH RECONNAISSANCE GROUP

SQUADRON: 111TH TACTICAL RECONNAISSANCE SQUADRON

AUGUST 1945

HISTORICAL DATA

111TH TACTICAL RECONNAISSANCE SQUADRON
APO 374 U. S. ARMY

AUGUST 1945

Major Walter W. Dickson Commanding

### PREFACE

### OVERSEAS STATIONS

| Arrived                                                                                                                                                                                                          | Station                                                                                                                                                                                                                                                                                   | Departed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2 Oct 12<br>4 Cct 142<br>22 Oct 142<br>8 Nov 142<br>9 Nov 142<br>16 Nov 142<br>20 Dec 142<br>14 April 143<br>27 May 143<br>20 June 143<br>1 July 143<br>11 July 143<br>11 July 143<br>12 Sept 143<br>15 Sept 143 | Gurech, Scotland Needham, England Greenock, Scotland Arzew, Algeria Saint Lew, Algeria Tafarouia, Igeria Oujda, Fr Morocco Guercif, Fr Morocco Nouvion, Algeria Bou Fichia, Tunisia Korba North, Tunisia Fointe Olive, Sicily Gela West, Sicily Termine East, Sicily Sala Antonie, Sicily | 3 Oct 42 21 Oct 12 23 Oct 142 9 Nov 12 16 Nov 142 19 Dec 42 4 April 13 20 June 43 1 July 13 11 July 13 12 Sept 13 16 Sept 13                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                                                                                                                                  | Sele "iver, Italy operated from Capaccio A/D Pomisliano, Italy Santa Maria, Italy Nettuno, Italy Voltone, Italy Voltone, Italy Civitavechia, Italy Engo, Corsica St. Raphael, France Valence, France Valence, France Digon, France Azelot, France Haguenau, France Furth, Germany         | h Oct h3  Italy during most of  May hh  June hh  June hh  June hh  June hh  July hh  July hh  May hh |

(During the period 17 July through 26 August 19hh, the Squadron was broken into two echelons, one going to Corsica to continue operations over southern France while the other remained in Italy and participated in the landings on D Day, 15 August, and on the 26 August the echelon on Corsica joined the other eechelon at St. Raphael, France, where operations where resumed.

### THIS PAGE IS UNCLASSIFIED TABLE OF CONTENTS Pages 1 - 2 PART I - ORGANIZATION AND CURRENT STATUS PART II - NARRATIVE 3 - 4 PART III - DIARY 5 - 7 PART IV - COMBAT OPERATIONS PART V - NON COMBAT OPERATIONS PART VI - TRAINING PART VII - STATISTICS PART VIII - STAFF ACTIVITIES AND CONFERENCES PART IX - PRESS RELEASES AND PHOTOGRAPHS PART X - APPENDIX

THE DAME IS HAVE ASSISTED

PART I - ORGANIZATION AND CURRENT STATUS

(1). Organization:

Current Table of Organization and Equipment is # 1-267 dated 20 September 1943 with the following changes:

Change # 1 Dated 30 October 1943. Change # 2 Dated 5 November 1943. Change # 3 DDated

(2). Strength:

Strength of the organization as of 31 August 1945 per Morning deport is as follows:

Enlisted Men 14 Officers 2

(3). Stations:

No change of station occurred during the month of August, 1945. The Squadron remains at R-28, Furth, Germany.

(4). Losses in Action:

Negative.

- (5). Awards and ecorations:
  - (a). HAROLD F. HARTMAN, 2nd Lt., 0-798294.

    1. Mission: Artillery Adjustment.

    2. For wounds received on bailing our of P-51 aircraft on 5 February 1944 near Anzio, Italy. The aircraft had been shot down by enemy anti-aircraft fire.

    3. Award: Purple Heart.
  - (b). WILLIAM C. LITTLEWOOD, 1st Lt., 0-697286.

    1. Mission: Visual Reconnaissance.
    2. For wounds received on 27 December 19hh after capture by Terman civiliams, who turned pilot over to SS Troops. Plane was shot down on 25 December 19hh by enemy aircraft and pilot safely bailed out.
    3. Award: Purple Heart.
  - (c). JOHN F. POWERS, JR., 1st Lt., 0-382703
    1. Mission: Visual Reconnaissance.
    2. For wounds received on 11 December 1943, when
    P-51 type aircraft was hit by antiaircraft fire near
    Viticuss, Italy. The aircraft caught on fire and the
    pilot suffered Second and third degree burns.
    3. Award: Purple Heart.

- 1 -

THIS PAGE IS UNCLASSIFIED (d). CHESTER C. SPURGEON, 1st Lt., \$\infty\$-692221

1. Mission: Visual Reconsissance.
2. For wounds received on 11 February 1945, when P-51 type aircraft was hit by antiaircraft fire near Offenburg, Germany. The pilot suffered flak wounds on the face and hands.
3. Award: Purple Heart.

### PART II - NARRATIVE

The month of August, 1945 was one in which the Squadron became settled in its duties under the Occupational Air Force. The most important event of the month was the surrender by the Japanese, thus ending the global war and bringing peace to the World. Probably as a result of the end of the war, the propects for the return of our men to the States took on a brighter aspect, with many rumors floating around that even low score men would start home by the end of the year.

The flying program of the Squadron was greatly curtailed during the month of August because of the work being done on the runway and taxistrips. Approximately on hundred (100) hours of flying were completed and of this, there was only one operational mission, a photo mission of the Nurnberg Stadt Park. The remainder consisted of various types of training missions.

Because of the rapid turnover in personnel in the Squadron, the Engineering Section was forced to put six (6) of its planes on thirty (30) day storage because of lack of trained personnel to crew the ships. However, as soon as replacements arrive they will probably be put on flying status again.

A total of eighty three (83) enlisted men and three (3) officers received orders to return to the Zone of Interior during the month of August. As a result of these transfers, there are no enlisted men in the Squadron who cam overseas with the unit. Officers are also begining to go home and there are only two officers remaining who came overseas with the Illth Squadron.

PART II - NARRATIVE (Con't)

Replacements for the Squadron arrived almost daily in August, a total of one hundred eighteen (118) enlisted men being assigned during the month. Of these, eleven (11) were transferred again to other units. The remaining one hundred seven (107) men were assigned to all of the Sections replacing the older men who returned to the States. The new men are being trained for their Sectional duties.

The Equadron had anotherchange of Commanding Officers, Major Dickson, the Operations Officer, replacing Major Dockrey, who was transferred to the 10th Reconnaissance Group Headquarters.

New classes in the I and E School were begun in August with many of the enlisted men and officers enrolling for the courses offered. The enlisted men's Red Gross Club is in full swing, and advantage is being taken of the Club's activities. The Base Movie House and thee Furth and Hurnberg Opera Houses are being attended by most of the personnel of the unit.

Personnel continued to go to rest camps at England, Paris and Cannes, but the quotas were small and not very many men went to these rest camps as a result of that. Tours were inaugurated in the month of August to the Salzburg, Austria area and groups of thirteen (13) or fourteen (14) men are going on this tour every week, a great satisfaction to everyone.

The ending of the war was a momentous event, and we are looking forward to peace for a long time to come.

### PART III - DIARY

### August, 1945

- 1 The month of August began with a holiday for all, the day being declared Air Force Day. Peace rumors with the Japs are being spread and we are all hoping that V-J day will soon arrive.
- 2 Practically no flying being done these days because of the condition of the field, but what flying there is consists of local flying. Capt. Lester, our flight surgeon, was transferred to the 27th F/B Group for return to the United States. The photo section is revamping and repainting the N-1 trailer and is using the A-2 trailer that was recently given to them. Although the day was cool and cloudy, the sport program continued, with the enlisted men trimming the officers in a close game by a score of 9-8.
- 3 No flying was done today, the weather being cloudy, but warmer. The squadron received twelve more enlisted men to bolster our diminishing strength. Very little activity in any section, with both the enlisted men and officers biding their time and waiting to be sent back to the United States.
- 4 Lt. Brokaw flew to Paris to look for Lt. Rariden, who had taken off four days ago on what was supposed to be a one day trip. Just after Lt. Brokaw took off, Lt. Rariden came in for a landing. Two officers and two enlisted men went to England on leave, and Sgt. Rasor, who had just returned from England was made Acting First Sergeant, since Two previous First Sergeants had gone home and the unsettled state of affairs did not warrant appointing another man to that position.
- 5 Today being Sunday, there was very little activity. Capt. Clark flew to rest camp at Cannes and Lt. Wright flew local, that being the extent of the flying for the day. The weather was rainy and damp, although the bar situation remains rather dry. All personnel are in fine mettle except the "essentials" who are sweating out a change of policy so that they, too, can go home.
- 6 No flying today. Two officers and three enlisted men went to Paris on leave. All sections are feeling the strain of being short of personnel and doing the best they can. Replacements are trickling in, and we hope to be almost back up to strength by the end of this month.
- 7 Two local flights composed the flying for the squadron today, the main reason for flying being to get in 4 hours for the month. Thirteen enlisted left today for the Zone of Interior. Dull day otherwise.
- 8 Major Dockrey, our CO, was transferred to Group Headquarters today to become Deputy Commander, and Major Dickson became the new CO. Captain Clark will take over the Operations Section. Four more enlisted men were assigned to our squadron. The weather has been bad, with rain all day.
- 9 No flying today again because of rain. Work goes along as best it can with shortage of personnel.
- 10 No flying, rain curtailing any hope of flying. All sections were readied for the usual Saturday morning inspection. Five enlisted men assigned to the squadron.

PART III - Diary, cont'd.

August, 1915

- 11 Still no flying, but work continues unabated on the runway. Today is a day off, it being Sunday. Everyone loafing, eating and sleeping.
- 12 Again no flying, the rain not helping the situation any. 20 enlisted men joined the squadron to partially alleviate the shortage of manpower. The communications section is turning in all of its excess equipment to Signal Supply.
- 13 Local flying today for the first time in about a week, and then it was only one flight. Six more enlisted men joined the squadron.
- 1h Bad weather again today resulted in only one flight. Two more enlisted men were assigned to the squadron, and Sgt. Gilfand went to the Army University Center at Biarritz for two months education. The armament section is doing very little work these days since the war has ended, their work being the cleaning of the guns every once in a while, and cleaning their section for inspections.
- Another rainy day and only one local training mission. The day was a good day for some of the enlisted men, for promotions came out today with a total of 23 enlisted men receiving promotions. Capt. Lester the flight surgeon whom we thought was on his way home, came back to the squadron today having had bad luck in that the 27th Fighter Bomber Group is being disbanded and will not go back to the States as he had thought they would. Other good news today was the announcement that the Japs had finally quit and in a few days the war will be definitely over. One year ago today, the advance echelon of the squadron stepped onto the shores of Southern France with Capt. Korosy in charge.
- 16 Training flights started in earnest today with the opening up of the runway. The field is not completed however, so there will not be very much flying until that is done. Gelebration of the end of the war Continues today, with little work being done by any section.
- 17 Majors Dickson and Dockrey flew to Ireland today, otherwise no flying. A big day for many enlisted men, for 54 were transferred to the Zone of Interior. Morale in the outfit continues to be excellent, with the Headquarters section doing most of the work in the outfit, and the Engineering section a close second.
- 18 One cross country was flown today, flying being held to a minimum because of the usual Saturday inspection and bad weather. Loafing and eating completed the day's activities.
- 19 Sunday again, and a day of leisure, with no flying. Bad weather continues. Discussion prevalent among all personnel as to what the new point score will be and when they expected to be going home.
- 20 No flying again today. This will be one of the worst months for the amount of flying time the pilots put in. It will, no doubt, increase as soon as the field is in good condition. Four more enlisted men were assigned to the squadron, but we need many more to get back up to strength. The communications section retuned and checked all planes.

PART - III - Diary, cont'd.

August, 1945

- 21 Local training flights was today's flying program. Notmuch else of interest for the day except the assignment of nine more enlisted men to the Squadron, three of which were assigned to the PhotoSection which is very much understrength.
- 22 Again we had local training flights, most of which was for the purpose of getting in the necessary four hours by each pilot. The first officer to go home (ground officer) since the war ended, and also the first in over a year, left today for Marseilles where Lt. Heiser, the lucky man, will join an outfit headed for the States.
- 23 The flying program for the day consisted solely of local training flights. One more officer, Lt. Rariden who is a pilot, was transferred to an outfit headed for the States. Six enlisted men also were transferred to an outfit going home, and fourteen enlisted men were assigned to the Squadron. Not a day passes but what a man goes home, or is assigned for the Squadron.
- 24 Continued local training flights for the day. Nothing exciting, and work settling into a routine. All sections busy, with the new men learning the ropes and the old men sweating out orders to go home. One more enlisted man left for the Z.I. and two joined the Squadron.
- 25 No flying at all today, so the line sections were quiet. Sgt. Noury, one of the oldtimers, went home on an emergency furlough. Lt. Ris ch, whom we thought had gone home after leaving the hospital, turned up again and is back in the fold. Purple Hearts were awarded to the four pilots who had been wounded either when or after their planes were shot down and they were taken prisoner.
- 26 No flying today, it being Sunday and a day of rest. Nothing of importance for the day other than two more enlisted men being assigned.
- 27 More local flying today, the training program is beginning to run smoothly. Usual routine duties being carried out b, all sections.
- 28 The flying program today consisted of more local training flights. The old enlisted men, who had been classified essential, went home today, as did Lt. Elston, the Photo Officer.
- 29 More local flights today and two cross country flights. Six planes were put on 30 day storage because of the shortage of crew chiefs in the engineering section. Lt. Shenk took over the duties of Photo Officer.
- 30 More training missions, with no mishaps or anything out of the ordinary. Three more enlisted men assigned to the Squadron. Morale still very good. Japs will be signing the surrender papers any day now.
- 31 The end of the month saw more local training flights. All sections prepared for the usual Saturday morning inspection, and twenty-two more enlisted men were assigned to the Squadron, which helps out greatly. Morale this month has been about the highest in the Squadron's history.

PART IV - COMBAT OPERATIONS

Negative

PART V - NON - COMBAT OPERATIONS

Only one non-combat mission was flown during the month of August, 1945. The mission was a photo mission taking low oblique photos of the NURNBERG STADT PARK for the 299th Combat Engineer Battalion.

PART VI - TRAINING

Flying training for the month consisted of almost one hundred (100) hours flown as:

| (a). | Formation      | 5:25  | hours. |
|------|----------------|-------|--------|
| (D). | Navigation     | 60:20 | hours. |
| (c). | Instrument     | 6:20  | hours. |
| (d). | Transition     | 9:40  | hours. |
| (e). | Administrative | 7:15  | hours. |
| (f). |                |       | hours. |
| (B). | Photo          | 2:35  | hours. |

In the first part of August there was practically no flying because of the work being done on the runway and taxi strips, and this condition also curtailed the flying training the latter part of the month. It is the optnich of the Operations Officer that a great deal more training will be accomplished during the month of September.

PART VII - STATISTICS

Negative

PART VIII - STAFF ACTIVITIES AND CONFERENCES

Negative

PART IX - PRESS RELEASES AND PHOTOGRAPHS

Negative

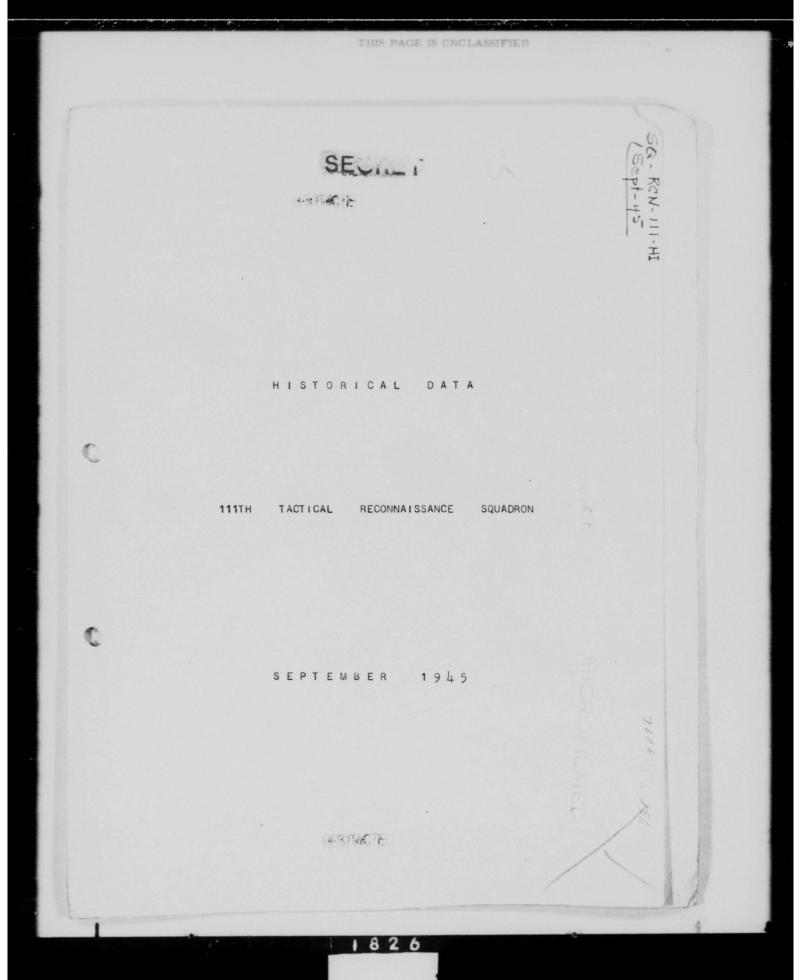
PART X - APPENDIX

Negative

For the Squadron Commander:

FRED C. KOROSY, Captain, Air Corps, Intelligence Officer.

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AIR FORCE: NINTH

COMMAND: XII TACTICAL AIR COMMAND

GROUP: 10TH PHOTO RECONNAISSANCE GROUP

SQUADRON: 111TH TACTICAL RECONNAISSANCE SQUADRON

HISTORICAL DATA

111TH TACTICAL RECONNAISSANCE SQUADRON
APO 374 U. S. ARMY

SEPTEMBER 1945

Major Walter W. Dickson Commanding

### PREFACE

### OVERSEAS STATIONS

| Arrived                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Station                                                                                                                                                                                                                                                                                                                                   | Departed                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| 2 Oct h2<br>h Oct h2<br>22 Oct h2<br>8 Nov h2<br>9 Nov h2<br>16 Nov h2<br>20 Dec h2<br>h April h3<br>27 May h3<br>20 June h3<br>1 July h3<br>11 July h3<br>13 Aug h3<br>2 Sept h3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Gurech, Scotland Needham, England Greenock, Scotland Arzew, Algeria Saint Lew, Algeria Tafarouia, Algeria Oujda, Fr. Morocco Guercif, Fr. Morocco Nouvion, Algeria Bou Fichia, 'unsia Korba North, Tunsia Pointa Oliva, Sicily Jela Mest, Sicily Termine Bast, Sicily San Antonie, Sicily San Antonie, Sicily On operated from Gappacciol | 19 Dec 12<br>4 April 143<br>24 May 143                                            |
| ( one echelon of squadr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Sele tiver, Italy on operated from Cappaccios                                                                                                                                                                                                                                                                                             | 4 Oct 43                                                                          |
| this period.) 5 Oct has obey his of June his lift of June his lift of July | Pomigliano, Italy<br>Santa Maria, Italy<br>Nettuno, Italy<br>Galaria, taly                                                                                                                                                                                                                                                                | 6 "ay hh 6 June hh 11 June hh 17 June hh 2 July hh 19 July hh 26 Aug hh 5 Sept bh |

(During the period 17 July through 26 August 19th, the Squadron was broken into two echelons, one coin; to Gorsica to continue operation over landings on D Day, 15 August, and on the 25 August the echelon of corsica points the other echelon at St. Raphael, France, where operations were resumed.

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PART I - ORGANIZATION AND CURRENT STATUS

(1). Organization:

Current Table of Organization and Equipment is # 1-267 dated 20 September 1943 with the following changes:

Change # 1 Dated 30 October 1943. Change # 2 Dated 5 November 1943. Change #3 Dated

(2). Strength:

Strength of the organization as of 30 September 1945 per Morning Report is as follows:

Enlisted Men 142 Officers 25 Flight Officers 3

(3). Stations:

No change of station occurred during the month of September 1945. The Squadron remains at R-28, Furth, Germany.

(4). Losses in Action:

Negative:

(5). Awards and Decorations:

Negative.

- 1 -

### PART II - NARMATIVE

In September, 1945 the 10th Group was assigned the job of photographing various areas in France. The Group, in turn, handed it to the 111th Squairon to carry out the orders.

For this work the Squadron was given a Table of Organization of forty-five (AD) Officers and to bring the Squadron up to the old Table of Organization strength in Enlisted Men, with a few additional on Detached Service. These additional Enlisted Men are to include aerial photographers, and photo lab men. Among the new Officer personnel there are Photo Interpreters, Artillery G.10's., Navy Photo men and , naturally Pilots. As we come to the end of the month the Squadron is almost up to strength.

To do this job the lllth was given an order for thirty (30) U6-04 and 1-5 type aircraft and is only going to use two or three F-51's for courier work. The Filots were not too happy over the change of aircraft. Of this number of ships there are now on hand, seventeen (17) U6-04's with the rest to be picked up possibly when the Squadron arrives in France.

The present plan is for the Squadron to be split into three flights at different points in France with Headquarters near Paris. The Squadron will still be attached to the 10th Photo Group and will return to Nurnoerg when the job is completed.

The flying program was very unsettled due to this new activity, although quite a few of the men did check out in UC-6h's. The new runway of pierced planking was completed and the Squadron put in one hundred eighty four (18h) hours of flying time.

THE DACE IS UNCLASSIFIED

PART II - MARRATIVE Con't.

A number of old Officers and En ist were redeployed to the Zone of Interior and many more were assigned to fill vacuncies bringing the strength up to forty five (45) Officers and one hundred forty two (142) Enlisted Men.

The only two Officers remaining who came over with the 111th, Cautains "obert Angus and James Artis departed for the Zone of Interior and Major Domingue arrived to replace Captain Angus as Executive Officer, Lt. McAuley was transferred from the 3hth Photo Squadron to replace Captain Artis as Adj tant.

Several men applied for the new classes opting in I & E School at Biarritz and in England but were unable to go at this time as an order came from XII TAC that, due to the move, all applications would be temporarily cancelled for this Squadron.

The Group Officers Club on the field staged its opening night, after a long period of inactivity for redecoration, on Sunday Night, 30 September 1965. For entertainment, the Club had the JIV3-5000% EMS, a G.I. band, and also some of the USO girls from the Diamond Horseshoe, playing in Furth, volunteered with some added attractions. Dates were restricted to Murses, Red Cross, Wacs, and British girls here on duty with the War Crimes Commission.

One tour to the Berchtesgaden Area was taken but, rest leaves were curtailed this month, probably because of the greatly increased rede loyment schedule, which is appreciated by everyone. We are looking forwar, eagerly to the day all of us will be on those Z.I. orders, which are coming more rapidly due to the reduction in points necessary to go HOME!

THIS DACE IS DUCT ASSISTED

### PART III - DIARY

### September 1945

- The month started with an off day for everyone, however Lt.'s Dutler an Van Brokaw, Major Dickson and Lt. Rader Flew local.
- 2. Capt. Joe Olark and Lt. Van Brokaw were transfered to a Replacement Depot in England to go home. Also M/Sgt. Rasor and Sgt. Lamer transfered to the Zone of Interio. Japan signed the official surrender document on board the Battleship Missouri.
- 3. Labor Day and an Official Holiday.
- 4. Lt. Rader promoted to 0 ptain and appointed Operations Officer. Lt.'s Lutz, Markey and Zearnay flew local. Lt. Shenk returned to duty after spending a week in the hospital with a bad case of tonsilitis.
- 5. Lt. Dutler flew X C to Peris and there were several local training flights. No work in Photo section other than individual. S/Sgt. Booth left for the Zone of Interior.
- 6. The weather was very poor and there was very little work in any section except the Orderly Room, which has a continous schedule, good weather or bad.
- 7. Oberet one acquired Sgt. Reftery, but expects to lose him soon as he has with the V-J score, eighty points. This being Friday afternoon, all sections were cleaning up for Saturday Inspection. Several of the Officers have had shoes made by a German shoemaker and the idea is being taken up by other men in the Squadron.
- 8. The Group did not inspect, but the Squadron did hold one. Captain Rader flaw to Paris. Many replacements arrived.
- 9. Sunday and a day of rest, although a few pilots flew.
- 10. Lt.'s Markey and Dutler flew local. Captain Rader returned from maris and left again for XO hop. T/Sgt. made Section Chief of Communications, and new men were aded to the Section.
- 11. Lt.'s Dutler and Zsarnay flew X C to Y-91. The weather was fairly poor.
- 12. Two P-38's of the 31st Accommaissance Squadron crashed and Col. Schwartz of our Photo Section took nictures of them. Negatives of the first crash developed and printed. Col. Isabell, who was a lilth man in 1926 vivited the Squadron today, however, none of the old members that he knew were still with the outfit. No flying today.

PART III - DIARY Cont!

- 13. Weather improved and there were some local hors, also Major Dickson flew to Paris. Photo developed and printed shots of the second P-38 crash and delivered them to Group. Returned one plane in Communications with a new set of crystals so Pilots can contact British Bases.
- 14. The Squadron acquired a new L-4, and Operations reported a few local training flights. All sections policed up in the Satusday morning inspection.
- 15. The Squadron held an inspection and found all sections satisfactory. Col. Isabell visited the Squadron again. Mo flying today and the off-time for the week-and began this afternoon.
- 16. Sunday, and as usual, a day off. It has been raining for five days and so no one flew today either. Everyone is getting excited over the next shipping quota which indicates a big allotment from the lilth.
- 17. Inventory was taken in all sections of all non-expendable Government Issued Equipment. There are strong rumors that the Squadron will move to France for a short period soon. No flying today.
- 18. The project in Fr nce is a definite thing now, and we received more K-20 cameras in Photo. All sections are preparing equipment for storage and also that which they will carry with them. No flying today. Capt.'s angus and artis are getting ready to leave and so is Captain Korosy.
- 19. Lt. C. Wright flew Capt. angus to Nice Pig.y-back in a P-51. Captain Rader took an X C to Y-53. Three men from Photo; Cozzi, Matranga, and Sacks are going home.
- 20. Lt. Lutz flew X C, taking Lt. W. Wright to Cannes for two days and elso with information to Captain Angus that his orders were in to to home. The weather is very bad again.
- 21. There is the usual clean-up for Seturday morning inspection. Captain Rader took Lt. Alexander, one of the new men on Detached Service with us, up in the L-4 to test a K-20 camera. Captain Angus returned and he, Capt.'s Artis and Korosy and Lt. Lyons left for England and the U.S.A.
- 22. Inspection Day again. A new quote is expected and new men are now coming in steadily. Lt. Palm arrived in Communications and Lt.'s Cook, Silva, Hooper, Curley, and Robinson were the new Pilots assigned to the Squadron today.

PART III - DIARY, con't.

- 25. Most of the men with seventy points or more will not go to France. Lt.'s Markey and Dutler ferried in the first two UC-64's assigned to the Squadron and checked out in them at the same time. One more appeared also.
- 24. Lt's Zsarnay, Markey and Cook flew X C. Lt. W. Wright and Lt. Fred Risch are getting ready to go home. Communications is working on an inter-communication for photographers and plots in the UC-64's.
- 25. Five pilots assigned on Detached Service from the 51st Photo Recommaiss ace Squadron. It is raining again and therefore no flying today.
- 26 Lt.'s Dutler, Zsarnay and Frese were flown to Stuttgart to join a unit going home. Photo processed a roll of K-20 film for the new men. Three loc tions have been arbitrarily set up for the three flights in France. These are to be at, Paris, Le Harve, and Nancy.
- 27 Lt. Dutler returned to the Squadron, -- not enough points. Five new men were assigned to Photo bringing the strength of that section up to 12. Transportation has, in the last week, acquired several new vehicles and turned in the old ones.
- 28 Lt.'s Wright and Risch left for the States today and Lt.'s Lamb and Goodrich respectively, took their places. Nineteen new milots arrived from England to join the Squadron today. Photo sequired a new A-5 dryer today. Preparation as usual for the Saturday inspection.
- 29 Lt.'s Dutler and Cook flew to R-50 to pick up more UC-64's, but the ships were not ready for them. Pilots are being checked out in the "Beasts." Saturday Inspection and the rest of the day off.
- 30 Major Dickson returned from France and his check on our future billets seems to be a favorable report. Major Domingue was with him. Opl. Misany joined Operations today. Sunday being a day of rest, we ended the month very peacefully.

PART IV - COMBAT OPERATIONS

NEGATIVE

PART V - NON - COMBAT OPERATIONS

NEGATIVE

PART VI - TRAINING

FLYING TRAINING FOR THE MONTH CONSISTED OF ABOUT ONE HUNDRED SIXTY FIVE HOURS FLOWN AS:

| (A). | FORMATION      | 13:00 | HOURS |
|------|----------------|-------|-------|
| (B). | NAVIGATION     | 70:10 | HOURS |
| (C). | INSTRUMENT     | 20:50 | HOURS |
| (D). | TRANSITION     | 00:00 | HOURS |
| (E). | ADMINISTRATIVE | 54:05 | HOURS |
| (F). | ACROBATICS     | 08:55 | HOURS |
| (G). | PHOTO          | 00:00 | HOURS |

IN THE LATTER PART OF THE MONTH MOST OF THE TRAINING WAS DONE IN CHECKING OUT PILOTS IN THE UC-64'S AND GIVING THE NEW AERIAL PHOTOGRAPHERS SOME PRACTICE RUNS.

PART VII - STATISTICS

NEGATIVE

PART VIII - STAFF ACTIVITIES AND CONFERENCES

NEGATIVE

PART XI - PRESS RELEASES AND PHOTOGRPHS .

NEGATIVE

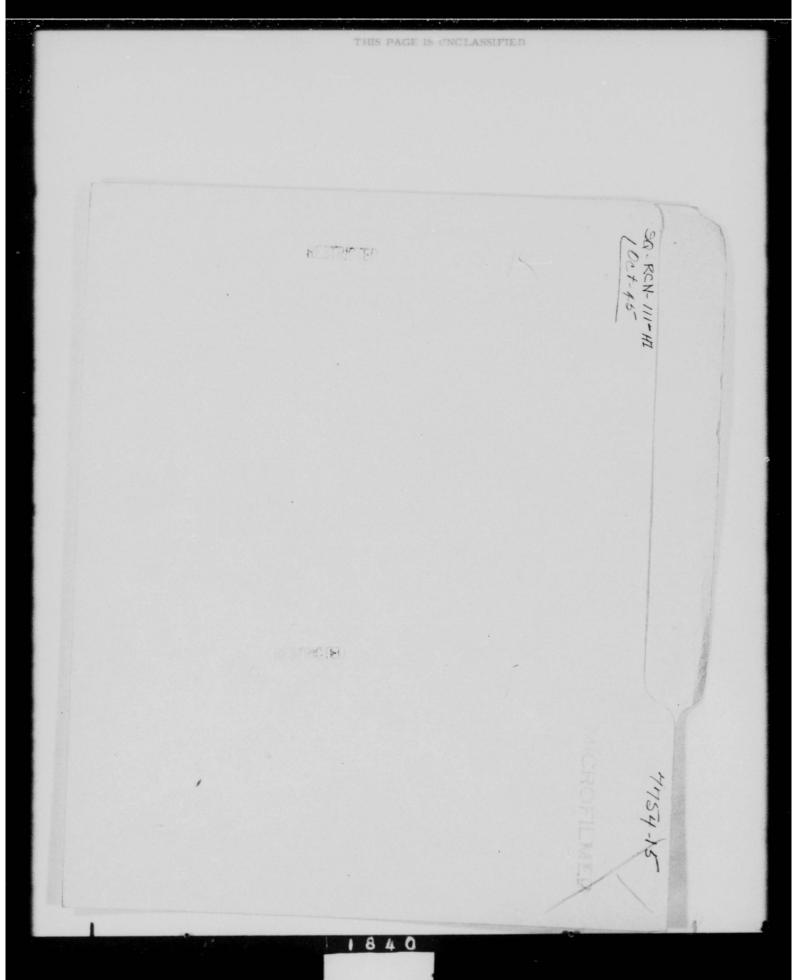
PART X - APPENDIX

NEGATIVE

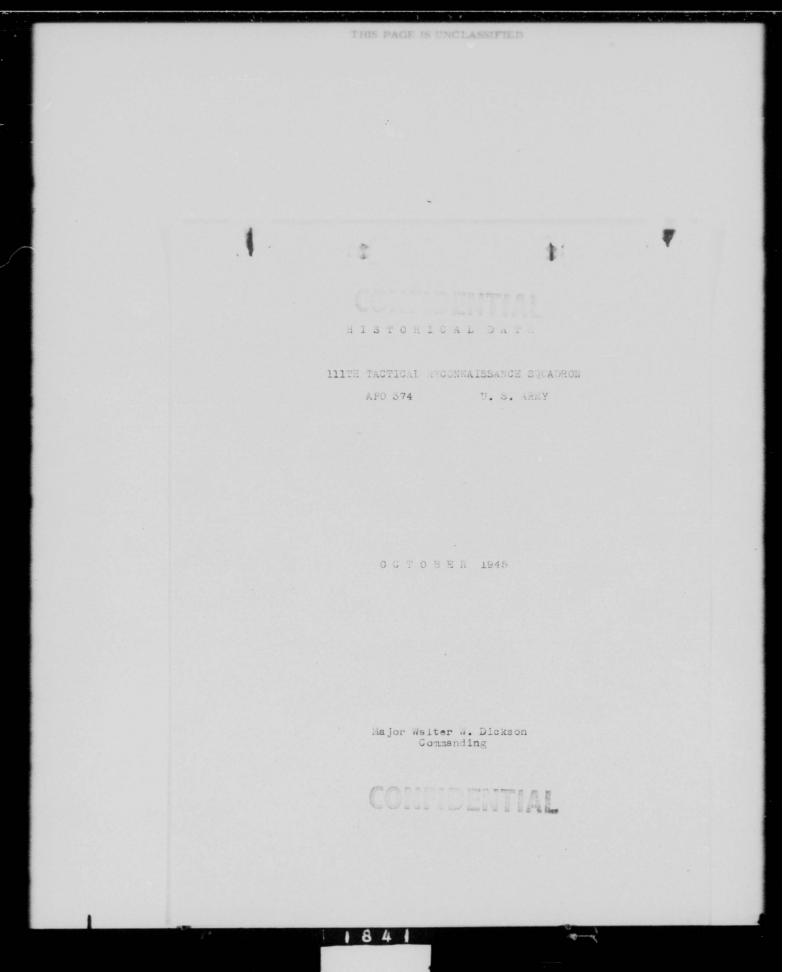
FOR THE SQUADRON COMMANDER:

MARVIN B. MARKEY, 2ND LT., AIR CORPS, INTELLIGENCE OFFICER.

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FREFACE

# OVERSHAS STATIONS

| Arrived                 | Station                   | Departed   |
|-------------------------|---------------------------|------------|
| 2 Vet 42                | Jurech, Scotland          | 3 Oct 42   |
| 4 Oct 42                | Neednam. En land          | 21 Oct 42  |
| 22 Oct 42               | Greenock, Scotland        | 23 Uct 42  |
| 8 Nov 42                | Arzew, Alteria            | 9 Nov 42   |
| 9 Nov 42                | Saint Lew, Algeria        | 16 Nov 42  |
| 16 NOV 42               | Tafaroula, Algeria        | 19 Dec 42  |
| 20 Dec 42               | Oujda, Fr. Morocco        | 4 Apr 43   |
| 4 Apr 43                | Guercif, Fr. Morocco      | 24 may 43  |
| 27 May 43               | Nouvien, Algeria          | 20 June 43 |
| 20 June 43              | Bou Fichia, Tunsia        | 1 July 45  |
| 1 July 43               | Norva North, June 1a      |            |
| 14 July 43              |                           | 14 July 43 |
| 17 July 43              | rointa Oliva, Sicily      | 17 July 43 |
|                         | Gela West, Sicily         | 13 Aug 43  |
| lo Aug 43               | Termine East, Sicily      | 2 Sept 43  |
| 2 Sept 45               | san Antonie, Sicily       | 16 Sept 43 |
| 16 Sept 43              | Sale River, _taly         | 4 Oct 43   |
| (one echelon of squadro | n operated from Cappaccio | A/D, LESI  |
| during most of this per |                           |            |
| 5 Oct 43                | Poligliano, Italy         | 6 ay 44    |
| 6 may 44                | Santa ar a, -taly         | 6 June 44  |
| 6 J ne 44               | Nettune, Italy            | 11 June 44 |
|                         | Galaria, Italy            | 17 June 44 |
| 2 July 44               | Voltone, -taly            | 2 July 44  |
| 17 July 44              | Civitaceccaia, Italy      | 19 July 44 |
|                         | #Bergo Corsica            | 26 Aug 44  |
| 26 Aug 44               | St. Raphael, France       | 5 Sept 44  |
| 5 Sept 44               | alence, rance             | 9 Sept 44  |
| 9 Sept 44               | Satolas, France           | 23 Sept 44 |
| 23 Sept 44              | Dijon, France             | 50 Oct 44  |
| 30 Oct 44               | Azelot, France            | 2 Apr 45   |
| 2 Apr 45                | Hagueau, France           | 1 July 45  |
| 1 July 45               | Furth, Germany            | 15 Oct 45  |
| 15 Oct 45               | Greil, France             |            |
|                         |                           |            |

(During the period 17 July through 26 August 1944, the Squarron was broken into two echelons, one going to Gorsica to continue operation over Southern France while the other remained in Italy and participated in the landing on D Day, 15 August, and on the 26 August the echelon on Corscia joined the other echelon at St. Raphael, France, where operations were resumed.

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PART I - ORGANIZATION AND CURRENT STATUS

(1). Organization:

Current Table of Organization and Equipment is #1-267 dated 20 September 1945 with the following changes:

Change #1 Dated 30 October 1943 Change #2 Dated 5 November 1943 Change #3 Dated

(2). Strength:
Strength of this organization as of 31 October 1945
per Morning Report is as follows:

Enlisted Men 157 Officers 40 Flight Officers 4

(3). Stations:

The Squadron changed station on 15 October 1945 from R-28 Furth, Germany to A-81c Creil, France.

(4). Losses in Action:

Negative:

(5). Awards and Decorations:

Negative:

THE DAME IS INCLASSIBLE.

#### PART II- NARRATIVE

The final plans and actual move to France were carried out in October 1945. The Squadron lost more enlisted personnel and also some Officer personnel, but, at the same time, acquired many more Enlisted and Officer personnel including Photo specialists.

The flying program for month of October consisted mostly of Administrative flights and checking out pilots not checked out previously in the UC-64. During the latter part of the month, after getting settled in Greil, photo missions were started, and the project is well under way.

The move was divided into two groups; the motor convey, which moved all the venicles and most of the baggage and a lot of personnel; the air group, which consisted of 18 UC-64's 1 AT-6, and 2 P-51's, carried a lot of the personnel and a lot of baggage also.

The motor convoy arrived piecemia, straggling in from three to five days later. Capt. Heinye, the convoy commander, arrived on the fourth day after departure. One truck and trailer was lost in the operation.

The airplanes, excepting the two P-51's and one UC-64 left on the Twentieth. The weather over the area from the Moselle to Crell was very poor, having a lot of smoke, haze and bad visibility. Nine of the airplanes were forced to land at other fields because of this condition, but everyone turned up safely the next day. The UC-64 left behind to wait for and pick up the new flight surgeon attached to the unit, arrived

THE DACE IS UNCLASSIFIED.

PART II - NARRATIVE Con't.

four days later with the new Surgeon, Capt. Brown. Capt. Lester, who had been with the Squadron 32 months, received orders to return to the ZI.

The Squadron started flying the missions assigned to it and had a surprising number of good days for this time of year in this region. The Squadron is faitly well settled down again, for a while at least, although it seems that we may be moving again, and may possibly even have billets which will not be very satisfactory, namely tents - in the winter.

There are now only seven of the men left in the Squadron who flew with it in combat- three of these are on a temporary volunteer basis, and it is expected that all of the seven will be heading home in January or soon thereafter.

# PART III - DIARY November 1945

- 1. XII TAC sent its inspecting officers down today and from all indications the inspection was successful. The field was closed in so there was no flying.
- 2. Three EM returned to duty from a furrough in England. Still no flying; field socked in.
- 3. Lt. Shenk was assigned, on DS, to the 34th PRS in order to remain behind to have his tonsils removed. 20 EM were assigned to the Squadron for duty. 15 Pilots went to Hanau to pick up more UC-64's.
- 4. Lt. Silliman flew a test Photo mission with S/Sgt. Kreening as photographer. Another officer was assigned to the Squadron.
- 5. Squadron broken into three flights. Six ships were sent up with photographers to get in a little training before the project is actually started. Lt. Markey to Brussells.
- 6. No flying todayNo activity in the squadron except lectures to the photographers.
- 7. Lt. Markey returned from Brusseils, no local flying. Two Officers lost on return to ZI. Lt's Lutz, Markey, Meadows, and Shenk promoted to 1st Lt. 45 EM received promotions.
- 8. Major Dickson and Capt. Rader flew to the Paris Area to check on future quarters. Lt.'s Dutler and Markey flew to Stuttgart with mail for the men transferred there to go nome.
- 9. More pilots were checked out in the UC-64 and some test flights made for photo men. Lost one EM to 31st PRS and acquired one Officer in the Squadron.
- 10.- Lt. Dauster in UC-o4 mad the first accident in the outfit in 550 hours. Ground looped on take-off. A few other planes flew locally, and the Squadron carried out it's usual duties.
- 11.- Lt.'s Hughes and Town went on a photo mission to Le Harve and Antwerp and Staging Areas. One more Officer and One EM were assigned for duty.
- 12.- Capt. Rader flew up to Creil to see what the "Quarters" situation was. Weather wasn't too good and only Lt.'s Struble and Geebelin the L-4 and Lt. Markey testing P-51, went up.

PART III - DIARY Con't.

13.- Two more officers and one EM arrived in the Squadron for duty. Pilots flew locally, but otherwise it was an uneventful Saturday.

14.- Sunday and definitely a day off to rest and get ready for the coming move. Some of the men went in town to Soldiers Field (Formerly Nurnberg Sportplatz) for a football game. 1st Division is the "Home Town" team.

15.- No flying in the morning because of weather, but it cleared in the afternoon and Capt. Rader and Lt. Struble went to Ansbach and Lt.'s Shenk, Dutler, and Davis flew locally. Motor convoy departed for Creil in the morning. Capt. Heinye convoy commander.

16.- No flying, bad weather. General clean up of last-minute affairs before the remainder of the Squadron leaves.

17.-Lt.'s Struble, Dauster, Hughes flew locally and Capt. Rader made another trip to Ansbach to the depot there for flying clothing.

18.- No flying, getting ready for move to Creil. Lt. Dutler and Capt. Rader will remain behind as will Capt. Lester. Rader is in the dispensary with Strep throat and Capt. Lester and Lt. Dutler are due to ship to another unit for shipment to the ZI. Lt. McAuley was also transferred out for the same reason.

19.- Preparations are completed for the move to Greil which will take place tomorrow. Received 19 EM and 8 Officers for duty and lost seven Officers and 28 EM.

20.- One EM entered 20th Field Hospital. All ships excepting Lt,'s Markey and Wrights, staying to pick up the new Flight Surgeon, and Capt. Rader's and Major Dickson's left for Creil.

21.- Nine airplanes failed to show up at Creil the first night. All were located the next day however(today) and Lt.'s Lutz and Meadows had an accident landing at Rheims for weather check on Creil. Structural failure as the tail strut collapsed. Major Dickson arrived today.

22.- Picked up 8 new UC-64's at our new base and 15 L-5's. There will be considerable work on all of them before they will be okayed to fly.Rader arrived today and Wright and Markey also arrived with the new Surgeon, Capt. Brown. No change in personnel

PART III - DIARY Con't.

23.- No flying today. Getting the base ready for operating. Photo men having trouble getting their trailer and equipment ready. Some supplies are missing.

24.- Lt. Block flew the first courier out back to R-28. Several ships were flown locally. Received S Officers for TDY in the Squadron and 3 EM for assignment and duty.

25.- Lt.'s Carlson, Hughes and Hooper flew EM with 60 points or more back to R-28. This included some of the men most needed in the organization. 11 EM were assigned for duty.

26.- Lt.'s Markey and Lutz flew acourier back to R-28. Lt.'s Meadows and Wright went as passengers. The trip to R-28 from Creil,a distance, by air of 450 miles, in a UC-64 took two hours and fifteen minutes.-- 60 mph tail wind.

27.- No change in personnel, and activity was nil, with perhaps the exception of the "Target Designers" who are straightening out the maps and areas.

28 .- No flying, bad weather. No work--rest.

29.- Weather cleared and the photo missions were started. A total of eight missions were flown today. We are started on the project. Lt.'s Markey and Lutz returned.

30.- Today was a good day also and we got eight more missions off the ground. Some of the men checked out in L-5's. Another courier went back to R-28.

31.- Weather closed in again today and no photo missions got off. Some of the men are going into Paris for a day or overnight trip. Paris is only an hour away by truck and good place for recreation. Our quarters here are good.

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THIS PAGE IS UNCLASSIFIED

PART IV - COMBAT OPERATIONS

NEGATIVE

PART V - NON-COMBAT OPERATIONS

NEGATIVE

PART VI - TRAINING OPERATIONS

Flying training for the month consisted of about six hundred and seventy-two hours and twenty minutes flown as:

(A). Formation 00:00 Hours (B). Navigation 139:45 " (C). Instrument 39:00 " (D). Transition 00:00 " (E). Administrative 449:15 " (F). Acrobatics 00:00 " (G). Photo 45:20 "

Most of the work was devoted to checking out new Pilots in the UC-64 and making them familiar with the work to be done on the project. Also, the actual project was begun.

PART VII - STATISTICS

NEGATIVE

PART VIII - STAFF ACTIVITIES AND CONFERENCES

NEGATIVE

PART XI - PRESS RELEASES AND PHOTOGRAPHS

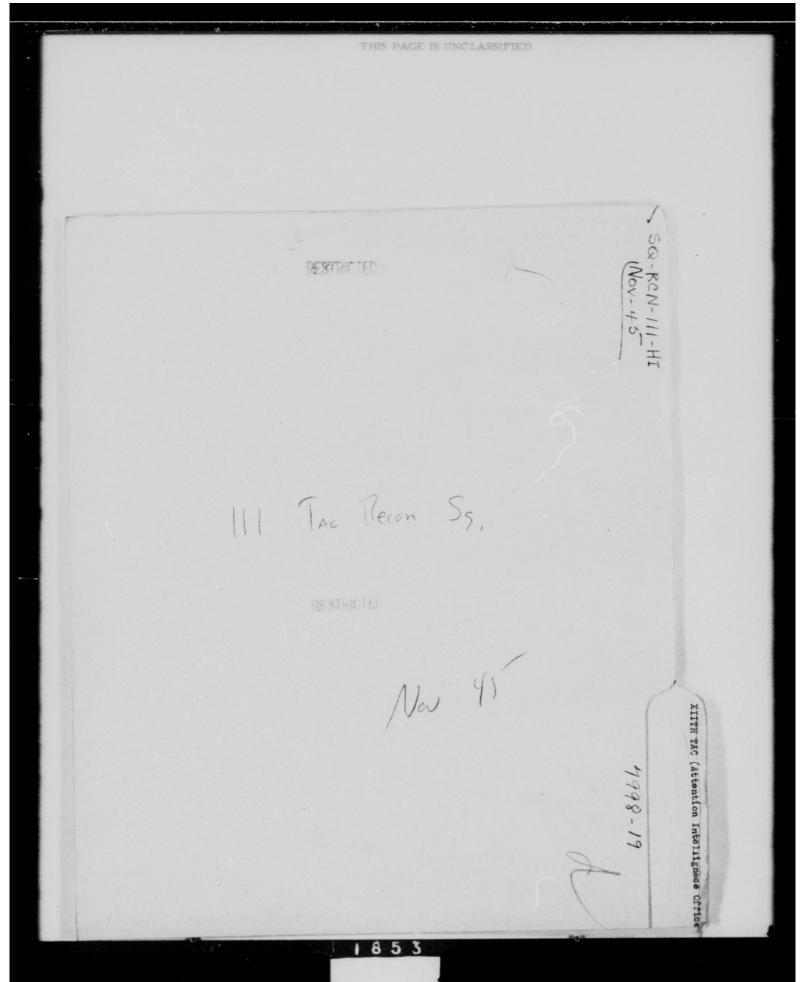
NEGATIVE

PART X - APPENDIX

NEGATIVE

For the Squadron Commander:

Ist Lt. A C (Intelligence Officer.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS UNCLASSIFIED Particitia HISTORICAL DATA 111TH TACTICAL RECONNAISSANCE SQUADRON AFO 374 U. S. ARMY NOVEMBER. 1945 Major Walter W. Dickson Commanding CONFIDENTIAL Kestricter

PREFACE

# OVERSEAS STATIONS

| Arrived                                                                                                                                                                            | Station                                                                                                                                                                                                                        | Departed                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| 2 Oct 142<br>14 Oct 142<br>22 Oct 142<br>8 Nov 142<br>9 Nov 142<br>15 Nov 142<br>20 Dec 142<br>14 Apr 143<br>27 May 143<br>20 June 143<br>1 July 143<br>14 July 143<br>17 July 143 | Gurech, Scotland Needham, England Greencek, Scotland Arzew, Algeria Saint Lew, Algeria Tafarouia, Algeria Oujda, Fr. Morocco Guercif, Fr. Morocco Nouvien, Algeria Bou Fichia, Tunsia Korba North, Tunsia Pointa Oliva, Sicily | 3 Oct 142 21 Oct 142 23 Oct 142 9 Nov 142 16 Nov 142 19 Dec 142 14 Apr 143 21 May 143 20 June 143 1 July 143 14 July 143 17 July 143 |
| 13 Aug 43<br>2 Sept 43<br>16 Sept 43                                                                                                                                               | Gela West, Sicilly Termine East, Sicily San Antonie, Sicily Sele River, Italy squadron operated from Cappaccio A/D, Italy Pomigliano, Italy Santa Mario Italy                                                                  | 13 Aug 43<br>2 Sept 43<br>15 Sept 43<br>4 Cet 43<br>during most of                                                                   |
| 5 June 14<br>11 June 14<br>2 July 14<br>17 July 14<br>21 July 14<br>26 Aug 14<br>5 Sept 14<br>9 Sept 14                                                                            | Santa Maria, Italy Nettune, Italy Galaria, Italy Voltone, Italy Civitacecchia, Italy *Bergo Corsica St. Raphael, France Valence, France Satolas, France                                                                        | 6 June 14. 11 June 14. 17 June 14. 2 July 14. 19 July 14. 26 Aug 14. 5 Sept 14. 9 Sept 14.                                           |
| 23 Sept 44<br>30 Cot 44<br>2 Apr 45<br>1 July 45<br>15 Oct 45                                                                                                                      | Dijon, France Azelot, France Hagueau, France Furth, Germany Creil, France                                                                                                                                                      | 23 Sept 44<br>30 Oct 44<br>2 Apr 45<br>1 July 45<br>15 Oct 45                                                                        |

(During the period 17 July through 26 August 1944, the Squadron was broken into two echelons, one going to Corseca to continue operations over Southern France while the other remained in Italy and participated in the landing on D Day, 15 August, and on the 26 August the echelon on Corsica joined the other echelon at St. Raphael, France, where operations were resumed.

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| PART | III - DIARY                            | 4 -      |
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| PART | V - NCN COMBAT OPERATIONS              | 7        |
| PART | VI - TRAINING                          | 7        |
| PART | VII - STATISTICS                       | 7        |
| PART | VIII - STAFF ACTIVITIES AND CONFERENCE | 7        |
| PART | IX - PRESS RELEASES AND PHOTOGRAPHS    | 7        |
| PART | X - APPENDIX                           | 7        |

PART I - ORGANIZATION AND CURRENT STATUS

(1). Organization:

Current Table of Organization and Equipment is #1-267 dated 20 September 1943 with the following changes:

Change #1 Dated 30 Cotober 1945 Change #2 Dated 5 November 1943 Change #3 Dated

(2). Strength:
Strength of this organization as of 30 November 1945
per Morning Report is as follows:

Enlisted Men 185 Officers 53 Flight Officers 6

- (3). Stations: No change in station for November, station remains the same A-81-G, Creil, France.
- (4) Losses in Action:

Negative:

(5) Awards and Decorations:

Negative:

# PART II - NAHRATIVE

The Squadron became thoroughly cettled in the new quarters in Creil, France and began its scheduled work on the Inland Project.

Throughout most of the month the weather was not favorable and consequently only comparatively few missions were accomplished. Parts have been hard to get but despite this difficulty the Squadron has had sufficient ships flyable fulfill the required missions when weather permitted.

The Enlisted Nen are now living in a chateau in town and the Officers have taken over the Rothschild Chateau, formerly occupied by a service group. Living quarters, are, therefore, very good and all of the men are able to participate in social activities both in Paris and also have dances, etc., at the Chateau's.

The Officers received were not flying personnel and had just arrived from the States. We also lost some EM who will return to the States at the first opportunity. It is especied that orders will arrive early in December for the fifty point and slove men to be redeployed.

Creders have arrived from TAC via Group that, as seen as possible, this organization, the 111th T/R Sq. will be descriveded and the personnel will reactivate the lat T/R Sq. The coming month will, therefore, no doubt see the end of the Squadron as an active unit. The Organization has had an enviable record while overseas. It was the first Tac. Recon. Squadron to come over end is, at the present time, the oldest one in the Theater.

This month also Capt. V.S. Fader, It. C.E. Wright, It. D.A. Struble, and It. Bayman cancelled their temporary volunteer status are vill, therefore leave the first or second week in Issember, probably. Also, Major WW Dickson will come under the new discharge system as he has more

PART II MARRATIVE (Con't)

than four years service, and will also therefore we leaving as soon as a replacement arrives for him. It. Earkey, It. Lutz, Lt. Shenk, and Lt. Leadows are also going to transfer to a squadron in the Group as they will be next in line on the point scores to redeploy home. All of these men are the only ones left in the Squadron from combat and when they leave the organization will, actually, be an entirely new squadron, the lilth will have coase to exist.

The to the fact that the wenther is usually to in this area during the winter months the Squadron will be moving to Southern France within three or four weeks, and it is rumored that they will get some C-47's.

The influx of new personnel had been an a ded hardship on the CC and on the entire squadron, however, all of the men have accepted their new cuties and have done an excellent job, considering facilities, on the project. The actual number of plotos taken has been small, but, for the number of crys flating was possible, the percentage has been very close. The other sections have also kept a very high standard of work, many times having to work under adverse conditions.

THE DAME IS HAVE ASSISTED

### PART III & DIARY

#### November 1945

1. Bed weather today and therefore no flying. Fingering used the time to work on the ships which, due to storage, etc, need repair badly. Five of the L-5's are now flyable. Received one EM for detached services.

22- Weather didn't clear til afternoon late and it was too late for any missions however several men flew locally.. No change in personnel.

3.- The filed was fogged in in the morning but he visibility improved to about two and a half to three miles in the afternoon permitting local flights. Supply found a permanent laundry and dry-cleaner for the Squadron. Dix IN arrived for duty and assignment. Lost 29 EM who will return to 21

 $L_{\bullet-}$  One Japtain for duty in the Squadron. The weather cleared and four photo misgions were sent up, and  $\ell$  local hope.

5.- The field was fogged in again and closed for flying all day. Arginsering was able to salvage several parts and make flyshle several more slips.
Communications are established all prometations or.

6 .- Capt. Fader made two flights to Troyes to check on the possibility of flying out one of our chips which had made a forced landing there. The airplane was ok and was flown out. We change in personnel.

7.- A good flying day and eight photo missions were flown and also several locals. One FN reported back to duty from AFGL. Company punish ert.

C.- No. flying today, weather very bad again. The officers moved from the houses in town to the big Ghates, which has just been vacated by the hig Ser. Op.

 $9\,\raisebox{-3pt}{\text{\circ}\text{\circ}}$  The weather cleared and we sent up eight photo missions which were successful. No change in personnel.

10.- Arother good flying day and eight more missions were flown. A courier was also dispatched to R-20. Transportation has been doing a leb of work to jet the vehicles in stage and keep them sunday.

11.- No flying, the field is socked in. All sections are getting their equipment in shape again.

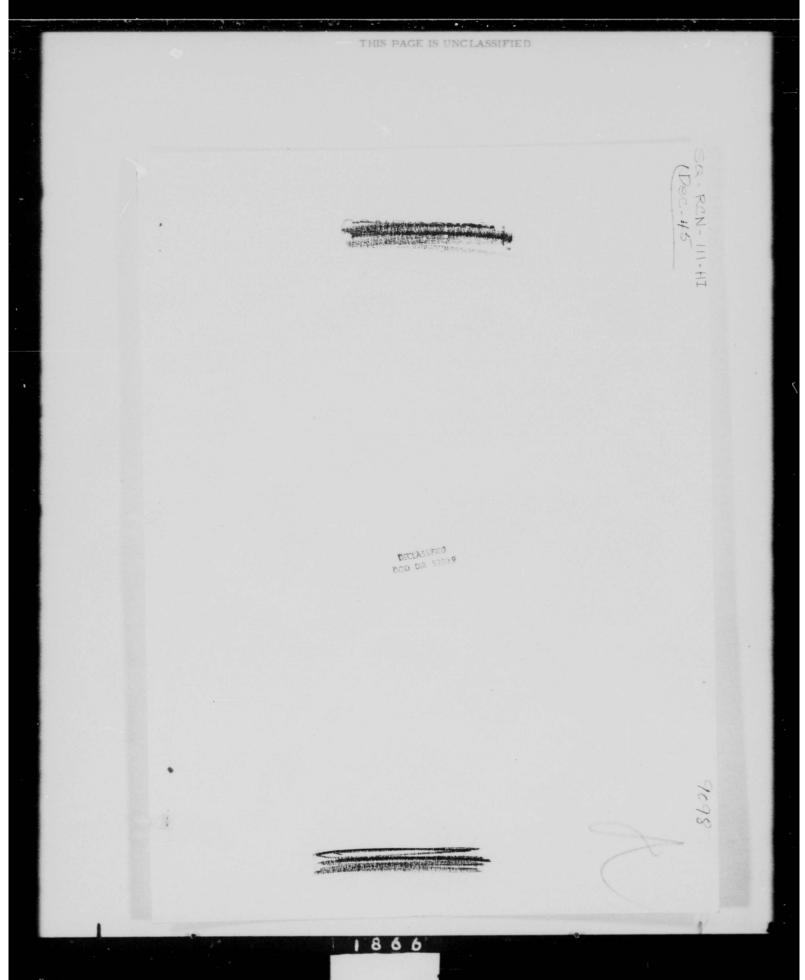
1.2.- The weather is the same as yeaterday, can't see 100 feet. Photo has all of the film and prints processed of the missions flown two days ago.

13.- Lost one Officer for return to ZI and received five officers for the in this Squadron. Weather bad, had one break and sent courier to R-21.

FART III - DIARY (Con't) . The- A few local missions to May, weather weather weather weather providing any Photo missions. Officers are getting settled in the Chateau. It. Markey went to Roims today and got a liquor ration for both Officers and FM. No change in personnel. lf.- Fo flying at all, the weather was socked in again C/O. Lt. Jutz went to Faris and jot a Good-Ocla ration for the Equadron. lé.- The weather eleared into a good clying day and ten photo missions a were sort out. It. Wright flow to be Harve to check on some of our vehicles which went there to help the 499th for Sp. move to point of classics. 17.- The weather was skill jund. High rioto wishings were sort out and it. to Cook, larkey and Mealone went out to head for Dojgess! Then which and erase was to just a log as to Mills-Jeas op. Et. Gains took occurrent to R-20 and the different threw the first party at the Dealone and head thirty jurgicle from Laris and also a wood. 16.—Two [3] arrived for each meant and duty to the Squadron. Sent 9 Theto missions up and It. Struble rock up an I-5 and took some pictures of the Robback 11d Chatens. 19.- Terms puris simulate per up today allies, the weeking was not fee good. It. Index and it. Its or took a UJ-UL to 0-93 to push of paris at 11-12 to 0-93 to push of paris 20.- The filed was covered with fog and consequently no Highe ingineering map sale to get some parts from oppose orasted plan and four jet where an excession. days ago. No change in personnel. 22. Thanksgiving day, and a day off for everyone. There were all open and all the near rad an old fashioned Turkey linner with sold turkey at all the. 23.- Still no Chyling, college O Vericulary C. Transportation burned in several vanishing to trimmade in rapid and received others in a little better The trainer shift out and to couries to be from 3-20, leveral runous that the point score to to home will be learned again. 2 - andar, and an oration will but to re week a day off as it was usless to stay at the page.

THIS PAGE IS UNCLASSIFIED POR III - DINI (Jon't) 25. Weather cleared right around the shell and reveral dilete the locality. 77.- "aller was not to part on the place that he was the table of the last of coordinates the state of but three were forced to return early because of weather. Pive II were received for duty. The II have now complete! 27.- The field was blosed in again today and there was no flying. Three Officers and twelve If received for duty although not yet active as made of weatherpoorters have and formore. 30.- To flying, bai meather, . Int. Anderson assigned as Operations Officer as Capt. Rader will be going home soon.

PART IV \_ JOEBAT OPERATIONS NEGACIVE PART V - HON-GUMBAT OPERATIONS PARTVI- TRAINING OPERATIONS Figure training for the month consisted of about three rundred and seventeen hours, flown as: (A) Cornation
(B) Wavigables
(C) Proto 213:40 (D) Administrative 35:25 Host of the work was devoted to divide purious intestions and stilling earlier and picking up parts, etc. NAME OF THE PARTY OF MIAME PART VII - STAFF ACTIVITIES AND CONFERENCES PART XI - PRESS RELEASES AND PHOTOGRAPHS NEGATIVE PART X - APPENDIX NEGATIVE For the Squadron Commander



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A STATE HISTORICAL DATA CONFIDENTIAL 111TH TACTICAL RECONNAISSANCE SQUADRON APO 374 U.S. ARMY DECEMBER 1945 Major Walter W. Dickson Commanding CONFIDENTIAL THOTE!

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PREFACE

## OVERSEAS STATIONS

| Arrived                         | Station                      | Departed        |
|---------------------------------|------------------------------|-----------------|
| 2 Oct 42                        | Gurech, Scotland             | 3 Oct 42        |
| 4 Oct 42                        | Needham, England             | 21 Oct 42       |
| 22 Oct 42                       | Greenock, Scotland           | 23 Oct 42       |
| 8 Nov 42                        | Arzew, Algeria               | 9 Nov 42        |
| 9 Nov 42                        | Saint Lew, Algeria           | 16 Nov 42       |
| 16 Nov 42                       | Tafarouia, Algeria           | 19 Dec 42       |
| 20 Dec 42                       | Oujda, Fr. Morocco           | 4 Apr 43        |
| 4 Apr 43                        | Guercif, Fr. Morocco         | 24 Apr 43       |
| 27 May 43                       | Nouvien, Algeria             | 20 June 43      |
| 20 June 43                      | Bou Fichia, Tunsia           | 1 July 43       |
| 1 July 43                       | Korba North, Tunsia          | 14 July 43      |
| 14 July 43 '                    | Pointa Oliva, Sicily         | 17 July 43      |
| 17 July 43                      | Gela West, Sicily            | 13 Aug 43       |
| 13 Aug 43                       | Termine East, Sicily         | 2 Sept 43       |
| 2 Sept 43                       | San Antonie, Sicily          | 16 Sept 43      |
| 16 Sept 43                      | Sele River, Italy            | 4 Oct 43        |
| ( one echelon of squadron opera | ated from Cappaccio A/D, Ita | aly during most |
| of this period.)                |                              |                 |
| 5 Oct 43                        | Pomigliano, Italy            | 6 May 44        |
| 6 мау 44                        | Santa Maria, Italy           | 6 June 44       |
| 6 June 44                       | Nettune, Italy               | 11 June 44      |
| 11 June 44                      | Galaria, Italy               | 17 June 44      |
| 2 July 44                       | Veltone, Italy               | 2 July 44       |
| 17 July 44                      | Civitacecchia, Italy         | 19 July 44      |
| 21 July 44                      | Berge, Corsica               | 26 Aug 44       |
| 26 Aug 44                       | St. Raphael, France          | 5 Sept 44       |
| 5.Sept 44                       | Valence, France              | 9 Sept 44       |
| 9 Sept 44                       | Satolas, France              | 23 Sept 44      |
| 23 Sept 44                      | Dijom, France                | 30 Oct 44       |
| 30 Oct 44                       | Azelot, France               | 2 Apr 45        |
| 2 Apr 45                        | Hageau, France               | 1 July 45       |
| 1 July 45                       | Furth, Germany               | 15 Oct 45       |
| 15 Oct 45                       | Creil, France                | 15 Dec 45       |

(During the period 17 July through 26 August 1944, the Squadron was broken into two echelons, one going to Corseca to continue operations over Southern France while the other remained in Italy and Participated in the landing on D Day, 15 August, and on the 26 August the echelon on Corsica joined the other echelon at St. Raphael, France, where operations resumed.) ( (The Squadron was deactivated 15 December 1945.)

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| PART | 111 - DAIRY                             | 3         |
| PART | 1V - COMBAT OPERATIONS                  | 4         |
| PART | V - NON-COMBAT OPERATIONS               |           |
| PART | V1 - TRAINING                           | 4         |
| PART | V11 - STATISTICS                        | 4         |
| PART | V111 - STAFF ACTIVITIES AND CONFERENCES | 4         |
| PART | 1X - PRESS RELEASES AND PHOTOGRAPHS     | 4         |
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PART 1 - ORGANIZATION AND CURRENT STATUS

(1). Organization:
Current Table of Organization and Equipment is #1-267
dated 20 Septumber 1943 with the following changes:

Change #1 Dated 30 October 1943 Change # 2 Dated 5 November 1943 Change #3 Dated 15 December 1945

(2). Strength: Strength of this organization as of 15 December 1945 per Morning Report is as follows:

> Enlisted Men 174 Officers 47 Flight Officers 5

- (3). Station: No change in station for December to December 15, station remains the same A-81-C, Creil, France.
- (4). Losses in Action: Negative:
- (5). Awards and Decorations: Negative:

### PART 11 - NARRATIVE

This is the last month for the squadron under the name lllth. As in the past it has carried on its assignment in excellent fashion.

December saw considerable progress on the "Inland" project despite very poor weather most of the month and continued replacement of personnel. From 1 December until deactivation on 15 December, fifty photos missions were flown. Of this time nine days were impossible for flying, and three days so poor that although attempted few results were obtained. Only three days were fully satisfactory for photo work and the squadron in each case made full use of the opportunity presented. On the 8th of December for example, the planes were dispatched early and sent out again on return to new areas.

Although nearly all of the present personnel are new to the squadron, Major Dickson, Captain Simpson, and Captain Francis are remaining until after the 1st Tactical Reconnaissance Squadron is activated.

It must be mentioned that bad weather and the consequent lack of flying during such periods lead to some restlessness. However we have found it possible to keep occupied even during such times. The night of the 8th of December another dance was held at the Officers Chateau. Through the efforts of Lt. Markey and orchestra and women of the French Welcome Committee were present and the dance was fully successful as the first one last month.

The 15th of December marks the final day of an excellent record for the squadron and a record of which all the men who have served with the squadron can be proud.

#### PART III \* DIARY

### 1 Dec through 15 Dec

- 1.-No flying because of bad weather. We lost one officer to the hospital. Three EM were recieved for duty and assignment in this squadron.
- 2.-Weather still bad. Four local rlights were made nowever. Recieved two officers and four kM for duty and assignment in this squadron.
- 5.-Weather still bad. No flying.
- 4.-Ten photo missions sent out, also eight local flights.
- 5.-Weather poor. Several local flights.
- 6.-Weather cleared at 1000 hours so ten photo missions were sent out. Lt. Cook took out a P-51 earlier in the morning on a weather check and reported excellent conditions north, west, and south. A very good day for the "Inland Project".
- 7.-Westner poor until 1300 nours, too late for photo missions. Several L-5 flights for flying time.
- 8.-Weather fair. Ten photo missions were dispatched. Within an nour two returned because of cloud over "target". They were given new areas to cover and sent out again. Weather being so bad here in the winter, we "keep them flying in the blue" at every possible moment. The officers held another pary at the Chateau, which was as enjoyable as the first.
- 9.-Eight photo missions dispatched. Weather satisfactory for flying, but all and hazy for photography. One EM departed for England on ten day furlough.
- 10.-Weather fair. Ten photo missions sent out.
- il.-Field closed for flying. Zero, zero conditions. Received one officer for duty and assignment with the squadron.
- 12.-Light misty rain. Two flights. We lost one LW to DCP USARP. Received five enlisted men for duty and assignment with squadron.
- 13.-Weather bad. No flights. Lost one officer to Hq. XII TAC.
- 14.-Three X-C flights and two locals. No photo missions. Thirteen KM on TDY with squadron returned to proper organization.
- 15.-Weather bad. No flights. 111th Tactical Reconnaissance Squadron no 10th Reconnaissance Group inactivated pursuant to auth contained in AG 322, Nq United States Air Forces in Europe, subject: "Inactivation and Activation of Units (No. 192)", atd. 17 Nov. 1945

PART 1V - COMBAT CPERATIONS

NAGATIVE

PART V - NON-COMBAT OPERATIONS

NEGATIVE

PART V1 - TRAINING OPERATIONS

Flying training for the month consisted of about two hundred and sixty hours, flown as:

(A) Formation

00:00

(B) Navigation (C) Photo

200:00

(D) Administrative

60:00

Most of the work was devoted to flying photo missions and administrative work such as courier and picking up parts, etc.

PART VII - STATISTICS

NEGATIVE

PART VIII - STAFF ACTIVITIES AND CONFERENCES

NEGATIVE

PART 1X - PRESS RELEASES AND PHOTOGRAPHS

NEGATIVE

PART X - APPENDIX

NEGATIVE

For the Squadron Commander

William P. Thickstein WILLIAM R. THICKSTUN lst Lt., Air Corps, Intelligence Officer

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| Frame<br>Number | Classification<br>Number | Date<br>Period    | Vol. | Pt. | Title                    | Security<br>Classification | Remarks |
|-----------------|--------------------------|-------------------|------|-----|--------------------------|----------------------------|---------|
| 4               | SQ-RCN-110-Hi            | Jan/45            |      |     | 110th Reconnaissance Sqd | U                          |         |
| 61              |                          | Feb/45            |      |     |                          | U                          |         |
| 28              |                          | Mar/45            |      |     |                          | U                          |         |
| 23              |                          | Apr/45            |      |     |                          | U                          |         |
| 23<br>33        |                          | May/45            |      |     |                          | U                          |         |
| 05              |                          | Jun/45            |      |     |                          | U                          |         |
| 488             |                          | Ju1/45            |      |     |                          | U                          |         |
| 192             |                          | Aug/45            |      |     |                          | U                          |         |
| 100             | V                        | Sen/45            |      |     |                          | U                          |         |
| 109             | SQ-RCN-110-Hi            | Oct/45            |      |     |                          | U                          |         |
| 1117            | SQ-RCN-110-Su            | Jan/44-<br>Sen/45 |      |     |                          | U                          |         |
| 1397            | V                        | 1920-1944         |      |     |                          | U                          |         |
| 484             | SQ-RCN-110-Hu            | Feb/45            |      |     | V/                       | U                          |         |
| 505             | SO-RCN-110-Su-R          | e Aug/44          |      |     | 110th Reconnaissance Sqd | U                          |         |
| 520             | SQ-RCN-111-Hi            | Jul-Sen43         |      |     | 111th Reconnaissance Sqd | U                          |         |
| 548             |                          | Oct/43            |      |     |                          | U                          |         |
| 552             | V                        | Nov/43            |      |     | V                        | U                          |         |
| 556             | SQ-RCN-111-Hi            | Jan/44            |      |     | lllth Reconnaissance Sqd | U                          |         |

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|-----------------------------|----------------|------|-----|--------------------------|----------------------------|---------|
| SQ-RCN-111-Hi               | Feb/44         |      |     | Illth Reconnaissance Sqd | U                          |         |
| 1572                        | Mar/44         |      |     |                          | U                          |         |
| 1581                        | Anr-May44      |      |     |                          | U                          |         |
| 603                         | Jun/44         |      |     |                          | U                          |         |
| 614                         | Ju1/44         |      |     |                          | U                          |         |
| 603                         | Aug/44         |      |     |                          | U                          |         |
| 637                         | Sen/44         |      |     |                          | U                          |         |
| 649                         | Oct/44         |      |     |                          | U                          |         |
| 663                         | Nov/44         |      |     |                          | U                          |         |
| 675                         | Dec/44         |      |     |                          | U                          |         |
| 1698                        | Jan/45         |      |     |                          | U                          |         |
| 1716                        | Feb/45         |      |     |                          | U                          |         |
| 1726                        | Mar/45         |      |     |                          | U                          |         |
| 1743                        | Apr/45         |      |     |                          | U                          |         |
| 1761                        | May/45         |      | 1   |                          | U                          |         |
| 1780                        | Jun/45         |      |     |                          | U                          |         |
| 1799                        | Ju1/45         |      |     | V                        | U                          |         |
| SQ-RCN-111-Hi               | Aug/45         |      |     | lllth Reconnaissance Sqd | U                          |         |

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|-----------------|--------------------------|----------------|------|-----|--------------------------|----------------------------|---------|
| 826             | SQ-RCN-111-Ho            | Sen/45         |      |     | lllth Reconnaissance Sqd | U                          |         |
| 840             |                          | Oct/45         |      |     |                          | Ū                          |         |
| 853             | SQ-RCN-111-Hi<br>Index   | Nov/45         |      |     | V                        | U                          |         |
| 866             | SQ-RCN-111-Hi            | Dec/45         |      |     | lllth Reconnaissance Sqd | U                          |         |
| 814             | Index                    |                |      |     | Index                    |                            |         |
|                 | Some umeadable pages     | Poor original  |      |     |                          |                            |         |
|                 |                          |                |      |     |                          |                            |         |
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